

THE Hongkong Weekly Press

AND China Overland Trade Report.

VOL. LXIII.]

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BIRTHS.

On January 8th, at Manila, P. I., the wife of FRED HURST, of a daughter.
On January 28th, at Shanghai, the wife of R. J. BARLOW, of a son.
On February 6th, at Amoy, the wife of FREDERICK HAWKES, of a son.

MARRIAGES.

On January 21st, at Hankow, C. M. BENZEMAN, of Messrs. Litvinoff & Co., Hankow, to ELIZABETH TAMA SIEMSEN, the second daughter of Mr. F. H. SIEMSEN, I. M. Customs, Chinkiang.
On January 24th, at Shanghai, GEORGE R. ARTHUR to LILLIE WARE.

DEATHS.

On January 21st, Mrs. the beloved wife of C. H. PALMER, I. M. Customs, Pagoda Anchorage.
On January 23rd, at Upper Norwood, Major-General WILLIAM COOKE O'SHAUGHNESSY, aged 74 years. (By telegraph).
On January 27th, at Shanghai, D. DAVIS, I. M. Customs, aged 59 years.
On January 29th, at Shanghai, Miss DORA HAUKOFF, aged 22 years.
On the 7th February, on the Hygieia, EDGAR ARTHUR BOWN, E. Solicitor.

Hongkong Weekly Press

HONGKONG OFFICE: 10A, DES VŒUX ROAD CL.
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ARRIVAL OF MAILS.

The English Mail of January 12th arrived, per the ss. *Dongola*, on Friday the 9th instant.

FAR EASTERN NEWS.

Steamers as big as the *Minnesota* are being built for the Blue Funnel line.
The editor of a missionary organ estimates that at least \$200,000,000 is uselessly squandered in the few days of illness of every China New Year.

Export duties, which have hampered trade while only bringing in an average annual revenue of Y370,000, are to be abolished in Corea.

Messrs Benjami, Kelly & Potts are advised by telegraph that the Raub Australian Mine crushing for January produced 414 ounces smelted gold from 3,950 tons of stone.

Hongkong was lavishly decorated on Feb. 9th, and its seaward thoroughfares packed with people met to welcome Prince Arthur of Connaught. Full details will appear in our next issue.

The Acting Governor of Hunan has notified the Waiwup that the two assassins of the late Superintendent Kelly at Changsha have been arrested; they represent themselves to be Tur's.

Mukden, Tsitsihar, and Harbin are to be opened first, and the necessary regulations are now under discussion. The other designated places will be gradually opened within the next three years.

The first steamer to be constructed for the Japanese Volunteer Fleet will be of 3,000 tons displacement and 21 knots' speed. She will be run in peace time by the O.S.K., and will cost Y1,400,000.

The deposits in Japanese postal savings banks were Y33,300,000 at the end of 1904 and Y52,200,000 at the end of 1905, showing the remarkable increase in one year of nearly Y19,000,000.

A German is said to have requested permission to work the petroleum at Yü-men hsien in Kansuh in conjunction with Chinese, as there is abundance of oil but the natives do not know how to work it and fit it for the market.

It appears to be true that the T. K. K. has been negotiating to acquire the P. M. steamers *Korea*, *Manchuria*, *Mongolia*, and *Siberia*; but so far, there has been no result. Local officials have not been notified of the negotiations.

The Kobe representative of Messrs Bunting and Co. has obtained from the Japanese Government the superficies for a thousand years of a lot of ground in Nagoya. This is the first instance in which a foreigner has acquired a superficies in the interior, says the *Boyeki*.

It is reported from Tokyo that representatives from most of the match factories in Japan held a meeting on Jan. 16th, at which a resolution was passed in favour of amalgamating all the factories. The trust is now being organised, with a capital of seven million yen.

The Chinese Government has demanded of the Russo-Chinese Bank the repayment of the sum of Tls. 5,000,000, which was the Chinese share of the capital of the Chinese Eastern Railway, and has communicated to the Russian Minister a demand that an indisputable written agreement for the repayment of this sum shall be made.

The Chinese Throne has sanctioned the recommendation of Viceroy Yuan Shih-k'ai greatly to increase the strength of the cavalry arm in the Chinese Army. This increase will first begin in the Peiyang Administration, gradually extending to the Liangkang and Hukuang Viceroyalties and the Governorships of Honan, Shantung, and Shansi, and the southern provinces.

Chang Chih-tung's suggestion that a national exhibition should be held to show the products of each province, has been approved by the Board of Commerce, and instructions have been sent to each province to send in returns of the trade so that arrangements may be made.

The *N.-C. Daily News* learns that a large order for machinery for a new cotton mill, to be erected in the Settlement, has been placed with Messrs. Sam. H. Shorrocks & Co., and that it is expected to be completed and ready for work before the end of the year. The capital is Chinese, showing (that journal remarks) a native confidence in the cotton trade not shared by many foreigners.

The report of Nickel & Co., Ltd., Kobe, for the year ended October 31st last shows a divisible balance, after the payment of an interim dividend of 4 per cent., of \$40,606. Out of this, a sum of 10,000 yen is paid in a final dividend of 8 per cent., making 12 per cent. for the year. 20,500 yen is written off depreciation, 5,000 yen is transferred to marine insurance fund, and the balance, 5,106 yen, carried forward.

A fairly well attended and apparently fully enjoyed "tabac chantant" took place on the 3rd February at the Hongkong Bowling Club. The Chairman, Mr. A. B. Moulder, assisted by the vice-chairman, Mr. W. M. Humphreys, presided, and the former, during an interval, presented to Mr. R. Henderson the "Captain Chenoweth Challenge Cup," which Mr. Henderson had won for the first time in a billiard competition.

American newspapers, which are in the habit of publishing cargo manifests, are still impressed by the figures that plainly show big consignments to China. The value of such evidence was partly revealed yesterday, when the marks on goods manifested for Hongkong were noticed. There were cases and cases (of axes, in this instance) which had been published as destined for Hongkong, but all of which are to be transhipped immediately to Harbin.

Telegraphic news has reached Hongkong of the death at home on January 23rd of Major General W. C. O'Shaughnessy, who was associated with Hongkong in the seventies. Coming out here as a-sistant Military Secretary to General Whitfield, the General Officer Commanding, he became very popular, and his subsequent promotion was watched with great interest. He leaves two daughters in Shanghai, Miss Crawford Kerr and Lady Dudgeon.

The fourth of the regulations made by the Governor in Council under Section 3 of the Sugar Convention Ordinance, 1904, on the 30th day of June, 1905, for the Import and Export, etc., of Sugar (other than sugar in transit) is hereby amended by deleting the words "unloads or" in the last paragraph thereof and by substituting a comma for the full-stop at the end of such regulation, and by adding the following clause:—"but on the application of the master or agent of a vessel arriving in the Colony having any sugar on board the Superintendent of Exports and Imports may (without requiring any security) issue a permit for the temporary deposit of such sugar in the Kowloon Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and the said Company shall hold or dispose of such sugar as the Superintendent of Imports and Exports shall direct."

"CHINA FOR THE CHINESE."

(Daily Press, 5th, February.)

The rumours which have of late been in circulation as to the organisation of a strong party in China with the watchword of "China for the Chinese" have a disquieting appearance; but they will probably prove to be only a re-assertion in more definite shape of what the Chinese have always maintained to be their unquestionable right. It is not unlikely that the cry has been got up by the re-actionary officials as a counterblast to proposals for reform which have been made in other directions, and which there appeared to be some chance of realisation with the assistance of Japanese teachers. Starting upon the assumption that they are beyond the possibility of question superior to all other people, it has been natural for the Chinese to conclude that the advantages which foreign nations had over them were due only to their having certain appliances for war, which the Chinese themselves did not possess. If she only could get command of the same engines and learn how to use them, China, with her superior intelligence, must be able to make head against the outer barbarians. The success which has attended the struggle between Japan and one of the Great European Powers, superficially viewed, would tend greatly to confirm this conclusion; and it is certain that an impression injurious to foreign prestige generally must have been produced in some directions. So obstinate and conceited are a large section of the Chinese officials that no experience ever seems to be sufficient to make them abandon the idea that China is able to look down upon foreign nations and must in the long run gain a position which will enable her to reassert her ancient exclusiveness. It is with this class that the present cries have originated, and unfortunately it would be too sanguine to imagine that they are not calculated to cause trouble. Of late years a more enlightened class of officials has sprung up in China, who recognise that foreign nations have to be respected and foreign relations carefully dealt with; and these men will be fully alive to the true state of affairs. Their influence, however, is comparatively weak as compared with that of the mass of reactionaries who are likely to take an opposite view; and thus the door is no doubt open to spread the specious theory that what Japan has proved herself capable of doing the far greater Central Kingdom could readily accomplish, if she once determined upon such a course. It would be idle to ignore the danger that may ensue from the dissemination of such views from official quarters. The plausible cry of "China for the Chinese" might have serious effects if cleverly and persistently reiterated, but it is to be hoped that the more enlightened, both among the official and the general classes, will be able to neutralise the effects that might otherwise be produced.

Among the official classes there must be a large number who are only too well aware that it would be utterly impossible for China, unless totally changed from what it is at the present time, to do anything like what has been accomplished by Japan, if China were ill-advised enough to try issues with any foreign nation. The flattering argument which may take with the ill-informed that what Japan can do China can do, is unfortunately met by the fact that when not a tithe as well prepared for war as she is at present, Japan had an easy victory in a struggle with the Chinese, and what is more important the more enlighten-

ed among the Chinese must be aware that the circumstances of the two nations are essentially different. It would take China many years to become sufficiently united to undertake any serious operations against an ordinary European Power with any chance of success, and of this the better informed among the Chinese officials are fully aware. It is not, therefore, likely that at headquarters there will be a desire to show more obstruction and hostility as regards foreign nations than has hitherto been the case. All connected with foreigners and foreign relations has always been distasteful to the Chinese, and the concessions they have made have always had to be forced from them. They have never, like the Japanese, recognised the policy of making friends and supporters of foreign nations by adopting a liberal policy towards them; but have always looked upon them as an unavoidable evil to be kept off as long as possible. The success which has attended the adoption of a different policy by Japan has, however, not been without its effect upon some of the more enlightened Chinese statesmen; but these still continue to be opposed by the majority, and the outcry that has been made is probably designed as a counterblast to the more liberal views. That such a line of action is likely to prove successful we have but too good proof in the past, and we may be certain that it will be adopted with success to the extent, at least, of making Chinese as slow as ever to move in the direction of improvement. But, on the other hand, it is not likely at the present time to have the effect of making China recede from the position which she now holds as regards foreign nations. She may not rapidly advance for some time, but she cannot seriously contemplate throwing off all relationship with foreign nations, as no doubt was the case in early days. If such a thing were possible, the effect of it would be that China would throw herself absolutely into the hands of Japan, who would be forced to again make a stand against her. Of this the high Chinese officials are well aware, and they are not likely to shape their foreign policy in such a direction. On the contrary they are much more likely to fall back upon their traditional policy of pitting one or more nations against another.

MORE RUSSIAN DEMANDS OF CHINA.

(Daily Press, 6th February.)

* The present rôle of Russian Minister at Peking is not a very dignified one; so far as any real business is concerned it is an insignificant one, and yet so innate in Russian nature is the instinct of underground work, the position cannot be slurred over as of no account. To judge from the present position, the more insignificant are Russia's interests, the more active becomes what in polite language is called her diplomacy; thus, with her hold on the Khanates in Western Turkestan reduced to the thinnest of hempen strings, we find her aspirations and her projects in Afghanistan and Persia increasing in an exactly reverse ratio; and so in Eastern Asia, and especially in Manchuria and Mongolia, we find her inability to do coupled with a most astounding importunity in asking. It is usually considered international etiquette that a defeated nation, till at least it has in some measure recovered its strength, should accept with apparent resignation the inevitable; but this is hardly the view that

presents itself to Russia, who is seemingly as oblivious of any sense of moral degradation in breaking her solemnly plighted word as she was when in 1902 she, under one miserable pretext or other, continued to hold possession of Newchwang. There have, of course, in all ages been periods when governments, knowing that they have forfeited the confidence of their nationals, have been anxious to withdraw their thoughts from home affairs, and have plunged madly into foreign aggressiveness, in the hope that under the cloak of victories abroad an oppressed people at home may persuade itself into accepting the miserable rag of so-called glory as a cover for its nakedness. Such a time actually occurred in Russia when nearly a century and a half ago the able, if unscrupulous, Empress CATHERINE, finding her people ripe for rebellion through misgovernment at home, instituted abroad a policy of aggression all round. It is true that that policy served its purpose, and that during the rest of her life, and that of her successor, the empire at home was to all appearance in a state of profound peace, and its population largely increased. NICOLAS I., who tried to follow her example, was not so successful; with a similar object he attacked Turkey, and so eventually brought on the Crimean War where he found France and England ranged against him, and his successor with a considerable loss of prestige had to make an arrangement with those two Powers. But meanwhile dissatisfaction at home had been increasing and his immediate successor, partly foreseeing the hopelessness of another foreign war, and partly, there is no doubt, influenced by higher motives of improving the condition of his people, instituted a policy of reforms. Wearied out by the pressure of a powerful reactionary party, ALEXANDER III. found it easier to return to the old policy of repression, and handed over the Empire honey-combed with sedition to the present TSAR. Though possibly a little less unscrupulous than the great EMPRESS, his people soon learned that his word was to be little more depended on; far less able than CATHERINE too, he failed to see that times had altered. Weakly listening to self-seeking adventurers he accordingly entered on a policy of aggression, with the inevitable result that, served by inefficient officers, and practically deserted by his troops, his campaigns were foredoomed failures; and with failure the people from the Baltic to the Japan Sea rose in rebellion to cast off the hated yoke. True, thanks to the Cossack element in the army, still at the level of mere savagery, a rebellion which at one moment threatened to grow to a revolution has been stayed off; but with the loss of the lives of many thousands of his lieges—a loss for which characteristically the TSAR returned publicly his thanks to his beloved Cossacks.

The situation, however, can hardly be considered as at all restored to equilibrium; the safety valve has, it is true, been loaded, but the elements of disruption still exist within, and the fabric of government has not been strengthened. Promises couched in the most impressive and high sounding words have been made in abundance; but the promises of NICOLAS have already come to be a byword, and the nation at large from a sense of his inability, no less than of his unwillingness to fulfil them, has come to regard them with undisguised contempt. It can then be understood that a TSAR, weak, and surrounded from his earliest years with all the incentives to untruth and concealment, which attend the throne in Russia, should readily turn to a policy which since the days of CATHERINE has

become traditional. It is true circumstances have changed, even in Russia, since the eighteenth century, but it would be too much to expect of the TSAR NICOLAS II. that he should comprehend this; his is not a mind to originate anything new, and his favourite advisers are such as might be anticipated. How far even Count DE WITTE has been able to see into the gloom is uncertain; but DE WITTE, who is the only man who could possibly come to the rescue, is a horror and detestation to the TSAR, who believing that the worst is over returns to his cronies of former days, POBEDONOSTSEV and BESOBRAZOV. It is perhaps but natural. "He who conforms," said old BUTLER, "against his will, is of the same opinion still," and under the influence of his two evil geni NICOLAS returns to the old fleshpots. This is probably the explanation of the otherwise inexplicable and seemingly silly activity of M. POKOTILOFF at Peking. It is the old story, Russia wants some special rights somewhere or other, little enough in themselves but carefully set out in ambiguous words; she wants undefined rights of mining, e.g., in Manchuria; she wants the most favoured nation's treatment in Mongolia, where there are, of course, no other nations for a comparison: she wants just a little strip of no consequence south of the Amur; she would like to rectify her agreement with regard to Ili, etc. Every one of these can be read by Russia in her own interpretation. The time looks favourable; Japan is not likely to engage in another war to take China's chestnuts out of the fire. England, too, is hardly likely to undertake a campaign against the elements in Siberia, however, little she may think of Russia's prowess, and China from some occult influence probably best comprehended by the ex-manager of the Russo-Chinese Bank is always ready to enter on negotiations with her northern neighbour.

Then there is another more subtle factor, but which nevertheless must be taken into consideration, and that is the influence of Germany. We have never alleged that there existed any settled understanding between the two Powers, but there is a natural bond which may even be unconscious, but which for that very reason is all the stronger. The possessor of a house wherein are collected priceless treasures does not view with composure his next neighbour's house in flames, and Germany does not like the sight of an utterly disorganised state on her borders. Nor does she, either, care to face the eventuality of trying to forcibly extinguish the fire. Instinctively then she has come to view with a complacency utterly incomprehensible to us Russia's activities in Central Asia. But Germany's foreign policy is avowedly framed on merely selfish considerations, and though Russia's advances in Eastern Asia may seem to contravene some of her own pet schemes, she probably considers that she has herself so far become mistress of the situation that she can checkmate or use them should they become dangerous or threatening to herself. Then there is undeniably a sympathetic bond of union between the two rulers which has to be reckoned with. Two more dissimilar individualities than the KAISER and the TSAR can hardly be conceived—the one strong but impulsive, the other weak and reflective, they are apparently complementary to one another; and such unions have in all ages been instrumental in affecting the current of events—and consciously or unconsciously both feel themselves drawn into a practical accord, which bodes no good for the peace of the world at large.

In any case there are dangers ahead, and if HIS MAJESTY'S present SECRETARY OF STATE can avert them, he will have deserved well of his country.

LONGEVITY.

(Daily Press, 7th February)

Age and death are ideas that should not, and very rarely do, obsess the minds of the young; and now we find M. JEAN FINOT, in the *Contemporary Review*, assuring us that their presence is just as improper in the thoughts of those who have lived longer. Consideration will persuade most people that the learned Frenchman has disclosed a psychological truth of very considerable importance. The late RICHARD JEFFERIES in one of his beautiful books bewailed the fact that deaths from true old age were far fewer than they used to be. So far as our recollection may be depended upon, he took no cognisance of M. FINOT's point; but was pleading timely on the lines of the modern catch-phrase, for "the Simple Life." This "simple life" gospel is very attractive, as it has ever been since man found himself kicking against the pricks of civilisation's complexities; but it has not been regarded as practical politics. M. FINOT's suggestion is on a different plane, and comparatively easy. Briefly, he holds that by self-suggestion we may, within limits, influence the period of our own existence. A man gets into the way of thinking he has not long to live. He makes himself the victim of ill-directed suggestion, and as a consequence dies somewhere about the time he has expected. If he had kept up his heart, laughed at death, and gone on with his work determining to complete it, death would probably have been long postponed. "How about your ninety-two years?" asked M. FINOT of M. RIGAUD, the senior mayor of France. "I never look at them," was the good-humoured reply. The man of ninety-two was still personally superintending his workmen. As with him, so, M. FINOT argues, with most abnormally long-lived people. They do not think of their years. They begin studies and enterprises at an age when it seems impossible they should proceed far in them. Keeping their eyes on the present, they live a genuine life in its every moment. Their concern is not with the future. They "take no thought for the morrow." Thus the unanimous acquiescence in the belief that three score years and ten is the "allotted span," and sixty the retiring age, is a suicidal mistake. A man is as old as he feels: he may feel as young as he wills, if he will but store up in the brain "beneficent, serene, and comforting suggestions;" determine that resistance to death and disease is possible; keep the thoughts occupied with work that interests and pleasures that do not destroy; and mentally decide that life is worth living. It seems that auto-hypnotism, the "fear" more deadly than cholera, may, when rightly directed, induce longevity. Unlike some panaceas, it must do good even if it does not cure.

The Southern Viceroys have jointly memorialised for the river defence works to be paid more attention to as being of much greater importance than the coast defence. The latter is only to guard against foreigners, which cannot be done properly, but the former is to suppress piracy which interferes with public safety and trade, and should be efficiently dealt with. Orders have, therefore, been given for the fleet of river patrol boats to be reorganised and proper officials appointed.

VERY LITTLE CHANGE.

(Daily Press, 8th February.)

How unsound many conclusions regarding China may be, even though derived from promising data, is well illustrated by the question of railway development, in which connection our Canton correspondent supplies us with perhaps one of the most interesting sidelights hitherto published. It will astonish and, we trust, enlighten distant readers more than it can affect local residents, who have better opportunities of realising the youthfulness of our venerable neighbouring nation. We read, for instance, that "under the hegemony of Japan, China will proceed to the development of her resources in an entirely different spirit from that which she has shown in the past." To talk of "China" and "she" like that is to emulate SAIBY GAMP: evidently, to judge by the spectacle at Canton, "there aint no sich pusson." Where is the Japanese influence, the entirely different spirit, the new method? Is it not the old-time Chinese spirit that animates the comedy at Canton, with its hyperbole and *ad captandum* methods? "China for the Chinese"—it reads much more like Kwangtung for the Cantonese. The secretary of the American Asiatic Association has recently written in the *Iron Age* that now the commercial and industrial nations will have free and full opportunity to compete for their share in the work of equipping China with the appliances of Western civilisation. *Commercial Intelligence*, better advised, does not admit that the inveterate opposition of the Chinese is so easily removed; and this has over and over again been demonstrated for us at Canton. That opposition, an instinctive antipathy, does not need the national unity (about which the boycott gave rise to so much prating) to make it effective. We have consistently doubted the existence of this unity, past or present, and have also pooh-poohed the too optimistic estimates of what Japanese influence would do. It only needed the knowledge that such an instinctive antipathy existed—and such knowledge is easily come at—to be convinced that the Chinese millennium was not and is not a matter of to-morrow. If the commercial and industrial nations wait until their "share in the work of equipment" is held out to them by China with both hands, the appliances of Western civilisation will not soon revolutionise the vast empire now lying commercially fallow. British railway concessions have been marked by no greater success than others; "financial or political obstacles have delayed all of them"—except the Shanghai-Nanking short line. Considerations of finance have no doubt retarded progress; and the influence of politics has been always in evidence; but the obstructionists, overt and otherwise, have had an indispensable ally in the native temperament. *Commercial Intelligence* credits "the Chinese Government" with the resumption of the Canton-Hankow concession. Whether it was the Chinese Government, the Canton Viceroy, or the merchants of Kwangtung, or unseen influences, we see the spirit of the past as plainly in the present, although it may be manifesting itself in more sensible ways. It is quite evident that while the foreigner is believed to covet the railway as a mere dividend earner, his capital will not be invited; and it remains to be seen if exaggerations like the one mentioning five thousand per cent. profit will bring in from the Chinese all the capital required.

THE COTTON REVIVAL.

(Daily Press, 9th February.)

In mentioning a few days ago that another cotton mill was being started at Shanghai, we quoted the remark of a journal there that the Chinese seemed to have more confidence in this business than foreigners have. Such a remark might be entirely reminiscent of past foreign disappointments, or it might be merely a depreciation of further competition now that the cotton industry promises to reward enterprise. At all events, for one reason or another, the Chinese have not had equal provocation to mistrust; and the decision to undertake further exploitation just now need surprise no one. We mentioned several months ago that the Japanese had their eyes on Shanghai, and though so far we have heard no more of their scheme to control the industry in that port, we are able to announce that the Kanegafuchi Spinning Co. have practically decided to establish a mill there. The necessary capital, about three million yen, is to be taken from their big reserve funds. When the Chinese and Japanese are so convinced of the immediate future for cotton on these coasts, it is time for foreigners to relinquish the pessimism apparent in some of their comments. The factors of their past disappointment are not to be feared now. As a matter of fact, the spinning industry appears to be at that turn of the tide which must lead on to fortune. Last year all local companies did much better than anybody was expecting, and their next results are bound to be even more satisfactory. Every company in Japan last year is said to have made "enormous profits," and "there are indications of yet greater prosperity." This will naturally lead to an increase of spindles, and a fear that there may again be too many mouths to feed. We are advised, however, that there is plenty of room for them all. The *Japan Chronicle* has collected some figures relating to the industry in Japan, from which we see that at the end of last year there were 49 spinning mills in Japan, the spindles aggregating 1,330,237, and producing 905,537 bales of yarn. The number of spindles and the production of yarn last year are compared with the preceding four years as follows:—

	No. of spindles.	Yarn produced bales.
1900	1,057,772	670,470
1901	1,075,358	689,913
1902	1,246,972	770,854
1903	1,297,965	801,738
1904	1,249,086	695,213

The coal consumption of the spinning mills in each of the last three years was as follows:—

1903	894,101,622 pounds
1904	805,324,744 "
1905	995,777,094 "

The price of coal required last year by the mills was Y29.63 per 10,000 *kin* (100 *kin* a picul) on an average, in 1904 Y19.12, and in 1903 Y18.93. The number of operatives and the wages paid for last year is compared with the preceding two years as follows:—

	Operatives.	Wages per head per day.
1903	14,795 male	32.6 sen
"	59,336 female	20.6 "
1904	11,451 male	33.6 "
"	50,219 female	20.3 "
1905	12,811 male	34.6 "
"	58,634 female	21.2 "

These figures are interesting enough, but those dealing with cotton weaving are perhaps more significant. Our contemporary says:—In the preceding year only nine spinning mills were engaged in weaving with

about 5,000 weaving looms. The number increased to 6,442 at the end of the first half of last year, and to 7,742 at the end of the second half. The number of looms, the production of cotton goods, and yarn required in each of the last three years were as follows:—

	No. of looms	Yarn required, in pounds.	Production.
1903	5,043	10,351,117	37,040,197 yards
1904	5,085	12,981,203	40,105,010 "
1905	7,472	19,566,082	59,780,630 "

The weaving is more than keeping pace with the spinning, and that not only in Japan. There is no fear of the yarn market being glutted; it is, on the contrary, feared that "the time may soon come when sufficient yarn cannot be supplied to China and the home market, in consequence of the more rapid increase in the weaving industry than in the addition of spindles." This is an authoritative forecast, and is very good hearing indeed.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held on February 6th at the Board Room. The Hon. Dr. F. Clark (president) presided, and there were also present: Dr. W. W. Pearce, M.O.H., Dr. Macfarlane, Lieut.-Col. Josling, Mr. E. A. Hewett, Hon. Mr. A. W. Brewin, Mr. Fung Wa-chun, Mr. Lau Chu-pak, Mr. A. Shelton Hooper, Mr. H. Humphreys, Mr. F. J. Badeley, and Mr. G. A. Woodcock (secretary).

WELCOME TO NEW MEMBERS.

The PRESIDENT said—Gentlemen, before mentioning the business this afternoon I should like to say that it is with very much pleasure I extend a welcome to the two new members of the Board—Mr. Henry Humphreys and Mr. Shelton Hooper. I am quite sure their long experience of the Colony will be of value to us in many matters which come before us to decide (applause).

KOWLOON ODOURS.

The detailed report by Dr. Macfarlane on the use of nightsoil in gardens at Kowloon was submitted.

He said—It was found that nightsoil was being carried out to the gardens from Hung-hom and Yaumati. The police were asked to take action and the practice seems to be discontinued for the present.

On the whole, the odours do not appear to me to be much abated allowing for the fact that they are always less obvious in the cold than in the hot weather. The Board's instructions direct special attention to the removal of sumps, which has been done, but in my experience these sumps do not smell unless stirred up. The main cause of smell is the morning and afternoon watering with diluted nightsoil and the evaporation which takes place afterwards. To stop this it would be necessary to entirely suppress the use of nightsoil, but this would throw the gardens out of cultivation and they would then become mosquito swamps. At present the gardens are receiving the nightsoil of a village population estimated roughly at not less than 10,000 persons.

Mr. Lau Chu-pak minuted—The entire stoppage of manuring, I should say, would inflict great hardship on the gardeners, most of whom depend on gardening as the only means to gain their living. It would also compel Hongkong to depend entirely on Canton for the supply of fresh vegetables, which is certainly a retrogressive step. I think some regulations might be drawn up under which manuring with nightsoil should be allowed.

Mr. E. A. Hewett wrote—I cannot agree with Mr. Lau Chu-pak. The Board should in no case countenance the use of nightsoil in vegetable gardens. The use of stable manure for the ground should be permitted and if necessary the wording of the Ordinance should be altered. Everything possible should be done to encourage the cultivation of vegetables required for the Hongkong market under proper sanitary conditions, rather than that we should

have to draw our supplies from Canton, where no Sanitary rules are observed.

Correspondence on the subject was also submitted.

Mr. H. Humphreys wrote—I am not in favour of stopping or restricting the use of human excreta or urine in Chinese gardens save where such are in the immediate neighbourhood of European dwellings or highways constantly frequented by Europeans. The poorer Chinese do not object to the smell, and the odour of fresh sewage, though offensive, is not dangerous to health. As almost all the vegetables eaten in the Colony come from Canton, where no restrictions of any kind exist, any regulations which are made save on the ground of public nuisance would inflict an unnecessary hardship on the Chinese farmers in British territory. Moreover, I am averse to any course being followed in this connection which will involve an increased charge for inspectors.

The Hon. Director of Public Works wrote—I do not see why gardens here should not be cultivated in the same manner as gardens in England or elsewhere. I agree with the President.

Mr. Lau Chu-pak in an addendum to the minute already written, stated that as a matter of principle manuring with fermented nightsoil and urine should not be stopped, because, firstly, that would throw men out of employment and compel the Colony to rely on Canton for its supply of fresh vegetables. In the second place, according to the report of the Medical Officer of Health for Shanghai Municipal Council, there was no better way for the disposal of human excreta than by returning it to Mother Earth as is done by the Chinese farmers. Fermentation in covered pits and jars would reduce the offensive smell and was sufficient to kill all the germs. If it were on account of the smell this manuring was objected to, he would point out that the state of affairs in Kowloon, with its sparse population, could not be worse than in the crowded city of Victoria, where no means had been devised for the inhabitants to dispose of their urine. The Chinese had been condemned as unfit to use any modern conveniences, and what urine was in their houses—and even also in European houses—was all emptied into the drains, that being the only alternative open to them. No wonder in the hot season the stench from the drains was unbearable.

The Medical Officer of Health recommended that no action be taken to stop the use of human excreta for manure provided that it be ripened in sumps for three weeks before use.

The President wrote—I don't admit the argument that it is just as difficult to prevent the use of nightsoil as it is to enforce Dr. Pearce's contention that nightsoil must first be ripened for at least three weeks in sumps. Farmers can easily be prosecuted by the police and Sanitary Department working in unison. Fresh urine is non-odorous but fermented urine has an offensive smell. The objection to the former is that it may contain the germs of disease in an active form, and the objection to the latter is that its use renders the highways objectionable to passengers. The use of this manure should be prohibited in the immediate neighbourhood of highways, if not entirely. It is argued that this prohibition of human excreta in market gardens will throw these gardens out of cultivation. This does not necessarily follow, as a certain amount of animal manure will be available, and, further, the time has probably come when a good deal of this land ought to be thrown out of cultivation owing to the proximity thereto of dwellings in increasing numbers. The argument that the Chinese market gardeners should be allowed to do what they had been accustomed to do for years was not tenable. The Chinese have for many years been accustomed to inoculate for smallpox, but it was illegal in British territory, and one never hears of its being done in any of the territory under the jurisdiction of the Board. I have no fear that the public will be misled as to the safety or otherwise of eating raw vegetables in this Colony. Everyone knows that the bulk of our vegetables comes from the Canton River district, and everyone should know that to eat raw vegetables which have not been grown under their own personal supervision is an exceedingly risky proceeding. On the whole,

I am of opinion that the Board's decision of August 22nd, 1905, was a wise one, and I should be sorry to see it reversed.

The PRESIDENT said that six months ago a resolution was passed by the Board that the officers be instructed to use their best endeavours to prevent the use of nightsoil in Chinese market gardens and to prevent its storage within 50 yards of the highway. As the result of that resolution and its being carried out by the officers certain petitions had been presented to the Board from market gardeners in Kowloon who found that the enforcement of the resolution interfered with their business. Theoretically, of course, the proper place for the disposal of all excreta was the earth. There were two ways of returning excreta to the earth, the dry method and wet method. Unfortunately the market gardeners at Kowloon adopted the wet method and applied the manure to the leaves of growing plants as a top dressing. The objection to that method was that possibly the germs of disease might adhere to the leaves and communicate disease. There was also the objection that it gave forth offensive smells which were noticeable at certain hours of the day when watering with diluted manure took place. As it was possible to use excreta without causing that nuisance, he thought the Board might very well insist on market gardeners adopting the dry method of procedure. If that could not be done they might go further and require the excreta to be taken elsewhere.

Dr. PEARCE said there seemed to be some confusion of thought on the subject. He agreed that the Board was quite right in putting down objectionable smells in frequented places, but if they were going to prohibit the use of human nightsoil by market gardeners they would do away with a good industry simply because a few people passing into the country were met with objectionable smells. Manure always smelt, and no matter where one went, to the market garden or farm at home, one always smelt manure. They could not grow vegetables without manure and they could not have manure without smell. Any action taken by the Board to stop the use of nightsoil as manure for the growing of vegetables simply because a few people objected to the smell would be absurd. The objection might be that that manure was likely to cause typhoid or cholera or some other disease, but there was no doubt from the bacteriological point of view that the organisms of typhoid or cholera could not live long in sewage. Again, if the gardens were allowed to go out of cultivation they would become mosquito swamps. It was well known that the red earth of this colony would grow practically nothing, and anything that was grown must be heavily manured. It would be difficult to prevent the Chinese using nightsoil in this way, because they had been accustomed to do so, but even if they succeeded in stopping the practice gardens would go out of cultivation as there was not sufficient animal manure to keep the gardens going. Then they should be no better off if that happened, but rather worse, as they would have to rely on Canton for their vegetables and in that place there were no regulations at all. The practice of manuring with nightsoil could not be stopped, but it could be regulated. He did not think it was sound from a sanitary or an economic point of view to stop the use of nightsoil in this Colony provided they did not allow people to create smells in frequented districts. In conclusion, he referred to the common idea that smells caused typhoid, and said there was no scientific evidence for believing that the smell of nightsoil caused typhoid fever.

Mr. HEWITT affirmed that as a Sanitary Board they held no right to countenance the use of human nightsoil in vegetable gardens, and he trusted the majority of the members would endorse his opinion. As to the argument that those gardens would go out of cultivation if they were not allowed to use that manure, it seemed to him that some system ought to be adopted for storing the nightsoil in pits until the manure was ripe. This could be under government supervision. Otherwise there was nothing to prevent the Chinese using unripe manure for their vegetables, and he instanced how his own gardeners used nightsoil against his expressed

injunctions. With an arrangement such as he suggested the manure could be sold or given to the gardeners.

The Hon. Mr. BREWIN disagreed with Mr. Hewitt's advice to follow expert opinion, and declared that what they had to do was to balance expert advice against other interests. What they had to do was to say whether the proposal was worth while being carried. Personally, he should say no. What would be the result of carrying out Mr. Hewitt's suggestion? If Mr. Hewitt could not look after his own garden and prevent his servants from using nightsoil, how could they expect their inspectors to supervise square acres of Chinese gardens? He did not see that they were called upon to do anything beyond periodically warning Europeans of the risks attendant on eating raw vegetables and asking the Government to encourage by grants of land people who carry on gardening under conditions which enable vegetables to be eaten raw.

Dr. PEARCE, referring to the minute by Hon. Mr. Chatham, that he could not see why gardens here could not be manured as in England, pointed out that human manure was used in England. They knew there were sewage farms there, and he declared that millions of money was lost to England every year by nightsoil being carried out to sea instead of properly treated and used, the result being that the English people had to buy vegetables from other countries where nightsoil was used as a manure.

Mr. HUMPHREYS agreed with the remarks of Dr. Pearce and Mr. Brewin, and said that if they prohibited the use of nightsoil it would be also necessary to prohibit the importation of vegetables coming from Canton. And to do that the Government would have to make arrangements for our supply of vegetables.

Mr. SHELTON HOOPEE suggested that regulations be drawn up prohibiting the use of nightsoil within a distance of 100 yards from a public highway or European dwelling.

The PRESIDENT considered that Mr. Hewitt's suggestion was a valuable one. It would be quite possible to establish such a depot or depots in the rural district of Kowloon under the control of an officer of the department. He moved that it be referred to a committee consisting of Mr. Badeley, Mr. Hewitt, and Mr. Humphreys, for consideration.

Mr. HEWITT seconded.

Only two voting for the proposition and six against, it was declared lost.

Mr. HUMPHREYS moved that no restriction be placed on Chinese market gardens unless they were within 100 yards of European dwellings.

The PRESIDENT pointed out that the previous resolution must be rescinded before that could be moved.

Mr. HUMPHREYS moved, and Mr. FUNG WA-CHUN seconded the repeal of the previous resolution, which was carried by five votes to three.

Mr. HUMPHREYS' original resolution, with the distance altered from 100 yards to 50 yards, was then accepted as the finding of the meeting.

THE SALE OF DOG AND CAT MEAT.

Respecting an application for a licence to sell cats, dogs, snakes, and deer, etc., at 46, Temple Street North, Yaumati,

Mr. Humphreys minuted—I am opposed to the granting of this application.

Mr. Lau Chu-pak wrote—The sale of dog or cat flesh should be prohibited. Animals suffering from hydrophobia or other diseases may be killed any time and sold. People one day may also wonder where their pets have gone.

Mr. Fung Wa-chun stated—The risk would be too great.

The Captain Superintendent of Police recorded—Except as regards venison, this matter does not concern the Board at all.

The application was refused.

LIME-WASHING RETURN.

During the fortnight ended January 30th there had been 4,374 houses lime-washed in the Eastern district, 231 in the Central, and 3,755 in the Western.

There had been 11 prosecutions.

FAT-BOILING SHOPS.

An application was received for the removal of certain fat-boiling establishments at West Point. There being no objection to their transference to Clarence Terrace, the request was granted.

SUPREME COURT.

Monday, February 5th.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUISNE JUDGE).

CLAIM FOR RICE.

The case was continued in which the Fung Cheung Wing firm sued Tse Ting Kwong and others to recover the sum of \$236.56 balance due for rice sold.

Mr. R. A. Harding appeared for the plaintiffs, and Mr. F. P. Hett (of Messrs. Brutton, Hett and Goldring) for the defendants.

Mr. Hett said he understood the requisite affidavit had been filed by the plaintiffs.

His Lordship—Well, what's going to happen now?

Mr. Hett—I should like my summons for security for costs to be heard first.

His Lordship—I think we'll discuss that afterwards, as if you lose there is nothing to discuss.

Cheung Fuk Heung said he was a money collector and salesman in the employ of the plaintiffs. After the first delivery of rice he was instructed to proceed to Yaumati. There he went to the defendants' matched and applied for payment, but did not receive it. Altogether he must have applied ten or twenty times for the amount due.

After further evidence had been adduced, Mr. Harding said he had put in evidence showing that the contract dated third moon was signed by the partners of the defendant firm.

His Lordship—The contract has been altered. Mr. Harding—I produce a contract signed by the defendants in April, and submit that no evidence can be introduced to refute its validity.

His Lordship—But you produced the evidence, therefore it must go against you. You can appeal on that point if you like. Judgment and costs for defendants.

Tuesday, February 6th.

IN ADMIRALTY JURISDICTION.

BEFORE SIR FRANCIS PIGGOTT (CHIEF JUSTICE) WITH CAPTAIN MORRISON, NAUTICAL ASSESSOR.

His Lordship delivered judgment in the case in which the Yik On Steamship Company sued the owners of the steamship "Kwong Tung" for \$500, for damage caused by a collision between the "Tai On" and the "Kwong Tung."

Mr. M. W. Slade, instructed by Mr. R. Harding (of Messrs. Ewens, Harston and Harding), appeared for plaintiffs, and Mr. E. H. Sharp, K.C., instructed by Mr. H. J. Gedge, (of Messrs. Johnson, Stokes and Master) appeared for the defendants.

His Lordship said—The plaintiffs, the owners of the steamship "Tai On," sue the owners of the steamship "Kwong Tung" for damages in respect of a collision between the two vessels in the Canton River, which occurred in the channel south of the Salt Flats, it is alleged through the fault of the "Kwong Tung." The two vessels left Hongkong within an hour of one another on the evening of the 16th May, 1904, and proceeded to Canton, which they were both timed to reach at 6 a.m. on the 17th. The "Tai On," the slower vessel, left first. She was passed by the "Kwong Tung" off Tiger Island and remained astern for some time, being sighted by persons on the "Kwong Tung" when that vessel was up to the Whampoa Barrier at about 4 a.m. The evidence of both sides agree on this point. By the custom of the port of Canton, ships are not allowed to enter before 6 a.m. and it is also the custom of the port that ships should enter in their berthing order. The berth of the "Kwong Tung" was higher up the river than that of the "Tai On." She would, therefore, have precedence in entering the port. Both ships were damaged slightly, but the direct consequence of the collision was that the "Kwong Tung" ran into and sank a salt junk at anchor on the south bank of the channel beside the Salt Commissioner's yamen, causing damage to her owners to the extent

of \$20,000. This, though irrelevant to the action, was mentioned at the opening of the case and also the fact that an agreement had been entered into between the owners of the two ships that the owner of the ship found to blame should bear the loss occasioned to the owner of the junk. I regret that this fact was mentioned, because it seemed to indicate a desire on the part of the owners of the steamers—a most laudable desire as it seems to me—that justice should be done all round. But it is clear that no consideration of what I may call rough justice or equity should appear to influence the conclusion at which, with the most valuable co-operation of the Assessor, Captain Morrison, agreed to by both parties, I have arrived. It is the more important that I should state this, because I have to deal with a highly artificial rule of procedure in the construction of which there is not too much guidance in the books or authorities. I must note, too, that such an agreement as has been referred to seems to have obviated the necessity of a cross action for damage to the "Kwong Tung" in which the application of this rule of procedure might, I think, have been simpler than it is. There is, however, no cross action nor have the proceedings taken the form of an action by the owner of the junk against the ship owners. Having thus cleared the ground, I proceed to examine the facts and arguments advanced by both sides. Paragraph 12 of the plaintiff's preliminary act alleges in the first place that "The 'Tai On' had passed the 'Kwong Tung'." The defendant's first argument deals with this statement; he relies on the rule to which I have referred above and which for the present I adopt in the form in which it is usually stated—"the Court will never allow a party to contradict his own Preliminary Act at the hearing"—and he maintains that the plaintiff's evidence does not bear out this allegation, that, if he has proved anything, it is another fact altogether, and that, therefore, whatever fault the "Kwong Tung" may have committed in increasing her speed, if it be a fault, the plaintiff must fail in his action. But I think this argument goes too far. Elaborated, it is, as I understand it, this:—The facts set out in the Preliminary Act amount to a statement that the "Tai On" was the overtaking, the "Kwong Tung" the overtaken vessel, and, therefore, this statement must be read subject to Article 24 of the Regulations for Preventing Collisions at Sea—in other words that this sentence of Paragraph 12 of the Preliminary Act must be read: "The 'Tai On' was past and clear of the 'Kwong Tung'." This was supported by a further argument that breaches of the Regulations must be specifically stated if not by a reference to the actual number, at least, by language corresponding to the regulations, and this is supported by the text books. But the Assessor has explained to me the wide difference which exists between the word "past" and the term "past and clear," the latter term as used in Article 24 means that the overtaking ship has not only passed the overtaken ship but is sufficiently clear to manoeuvre with safety, which she could not do if she were merely past. I can, therefore, not assent to this argument, for if I were to hold that the word "past" must be read as past and clear in the sentence I have quoted, it would be tantamount to holding that an action would not lie on an allegation that the "Tai On" was past the "Kwong Tung" merely. I think that this action is one for an alleged breach of the Regulations applicable to the facts as set out and I think further that, though there is no reference to the Regulations by number, there is a sufficient reference to them in Paragraph 14 of the Preliminary Act which, specifying the fault or default attributed to the other ship, says: "Not keeping out of the way of the 'Tai On'; not slowing down, not stopping or reversing engines when danger of a collision arose." I shall presently go into a minute examination of the figures. For the present, however, it is sufficient to say that the Assessor considers that the "Tai On" was not past and clear of the "Kwong Tung" and the evidence, in my opinion, warrants this conclusion. This preliminary point disposed of, these questions remain to be decided:—Was the "Tai On" past the "Kwong Tung," and, if so, was the "Kwong Tung" in default, and, if

in default, was her default the cause of, or did it contribute to, the collision? The law applicable to the circumstances, as alleged by the plaintiff to be derived from the Regulations, is this:—The "Tai On," being overtaking ship, was bound by the Article 24 to keep out of the way of the "Kwong Tung," the overtaken ship, and she was not relieved of this duty of keeping out of the way or "keeping clear," as it is termed in Article 24, by the fact that the "Kwong Tung" increased her speed until she was finally past and clear. The "Kwong Tung" on the other hand was bound by Article 21 to keep her course and speed. It is admitted that the "Kwong Tung" did increase her speed after she was overtaken. It is at this point that the highly technical and arbitrary but salutary rule of procedure already referred to applies—"The plaintiff may not contradict his Preliminary Act." The application of the rule is said to be this:—Unless the "Tai On" can prove that she had in fact passed the "Kwong Tung" she must fail in spite of the fact that the "Kwong Tung" herself violated Article 21 by increasing her speed. Whether or not this is the true application of the rule is, as I shall show presently, a difficult question, but it seems to me essential first to ascertain what in fact happened during the time which elapsed between the overtaking and the collision. If the "Tai On" did in fact pass the "Kwong Tung," then it will be unnecessary to consider the legal question. If she did not, then this question becomes of paramount importance. As was very frankly admitted by the learned counsel for the plaintiff, the evidence is conflicting. It is indeed conflicting. I hinted during the trial that it might be possible that the Court would believe neither of the stories of the two captains and this is proved to be a fact, for, as I shall show presently, not only does the evidence of the captains of the two ships differ, but there are serious discrepancies on both sides in the evidence given in support of the captains' statements. This has necessitated a most minute calculation of speeds and distances which I now proceed to explain. The speeds of the two vessels at different times may, with one exception, be taken as they were given in evidence, as the experience of Captain Morrison confirms them. The "Tai On" was going all through the material time at $6\frac{1}{2}$ knots over the ground. The "Kwong Tung's" half speed is $5\frac{1}{2}$ knots. After the "Kwong Tung" had gathered her full weigh, that is, after her full speed had taken full effect, she was going at $7\frac{1}{2}$ knots over the ground under a low head of steam. The debatable question is whether she was put to full speed from half speed, as Captain Walker says, or from slow, as Captain Lawrence says. The time within which she would have gathered full weigh will differ in the two cases, and I must examine the question from both points of view taking two minutes as the time from slow to full speed and one minute as the time from half to full speed, noting, however, such variations as may be necessary owing to the "Kwong Tung's" engineer's statement that the time from half to full may be rather more than one minute. The Assessor considers, after a very careful examination of the chart, the positions, both at the point of overtaking and of collision as given by Captain Walker, to be fairly accurate, this distance being 4,900 feet. We shall, however, determine it with greater accuracy. The Assessor is also of opinion that the time of overtaking was 5.22 and the time of collision 5.28. That is to say, that both ships ran for six minutes after the "Tai On" overtook the "Kwong Tung," and before the collision occurred. The "Kwong Tung," therefore, ran for five minutes at $7\frac{1}{2}$ knots; 3,660 feet, taking the knot as $6\frac{1}{8}$ 80 feet, and one minute gathering weigh at $6\frac{1}{2}$ knots, that is, taking the average between $5\frac{1}{2}$ and $7\frac{1}{2}$ knots, gives 633 feet—in all 4,293 feet. The "Tai On" ran for six minutes at $6\frac{1}{2}$ knots—in all 3,966 feet. The length of the "Tai On" is 180 feet, so that the difference between these two results, namely, 327 feet, is nearly two ship's lengths. If the "Kwong Tung" gathered full weigh from half to full speed in rather more than one minute, as the engineer stated, this difference would be only slightly reduced. This calculation is important in the first place, as showing that Captain Lawrence's point of overtaking and collision are incorrect. He says he overtook the "Kwong Tung" at the

first on the end of Salt Flats and the point of collision is 1,200 feet more to the east than that given by Captain Walker. The distance between his two points is 7,393 feet and no calculation on any possible basis of speed justifies it. Moreover, were his points correct the "Tai On" would have been still further behind the "Kwong Tung" and the collision could not have occurred at all. This calculation shows something else to which I will refer presently. This material point, however, is not so much what the position of the two ships was at the time of the collision as what occurred during these six minutes. Did the "Tai On" first pass the "Kwong Tung" and was she then overtaken by the "Kwong Tung"? We must see, therefore, what was the position of the two ships after the first and after the second minute. It is not necessary to go further, because after the second minute the "Kwong Tung" had gathered her full weigh, and being then the faster ship, the "Tai On" could not have overhauled her. After the first minute's run, the "Kwong Tung" had covered 633 feet, the "Tai On" 661 feet. After the second minute's run the "Kwong Tung" had covered 633 plus 733 feet (or rather less if she took more than one minute to gather her full weigh), in all, 1,366 feet. The "Tai On" in the same time had covered 661 plus 661 feet, in all, 1,322 feet. Given those speeds, it is clear that the "Tai On" could not have gained more than 41 feet which, giving her 50 feet overlap at the moment of overtaking, would not put her anywhere near where she alleges she was. It would only bring her bow about up to the funnel of the "Kwong Tung," but she never could have passed her. But the extraordinary part of this calculation is that though it is based entirely on Captain Walker's own figures it contradicts the evidence of himself and his witnesses. He admits that the "Tai On's" bow was a little forward of his own bow, which is impossible. Not only that, but, with these figures, the "Tai On" at the end of the six minutes' run would have been so far behind—350 feet—that in this case also the collision could not have occurred. But there is, as I have said, one figure in this calculation which is no doubt the speed at which the "Kwong Tung" was going when the order full speed ahead was given. As the fact of the collision having occurred does not fit in with Captain Walker's figure of speed, we must try Captain Lawrence's statement as to the "Kwong Tung's" speed. He says she was going slow. The Assessor gives her 3 knots if this is true. Further, her own engineer gives her 2 minutes for gathering full weigh from slow to full speed. We have, therefore, this result:—The "Kwong Tung" would have run 4 minutes at $7\frac{1}{2}$ knots—2,932 feet—and 2 minutes at an average speed between 3 and $7\frac{1}{2}$ knots, i.e., 2 minutes at $5\frac{1}{2}$ knots—1,040 feet—in all, 3,972 feet. The "Tai On," as we have seen, had run 3,966 feet. The importance of these figures is this:—We do not know exactly how far the bow of the "Tai On" overlapped the "Kwong Tung's" quarter at the point of overtaking, but it seems to have been about 50 feet. The damaged plate of the "Kwong Tung" was about 40 feet forward of her stern post, so that the relative position of the two ships was to all intents and purposes the same at the point of overtaking as at the point of collision, and these last figures bear this out, for at the speeds on which the calculation is based the two ships had run practically the same distance—3,972 feet and 3,966 feet respectively. It is, therefore, abundantly clear that the "Kwong Tung" was not going at half speed when she was overtaken, but at 3 knots, that is, slow, as Captain Lawrence alleges; and it is also abundantly clear that not only is the 3 knots right, but that all the other speeds and positions on which the calculation is based are right. We can now examine the different positions of the two ships after the first and after the second minute. The "Kwong Tung" after the first minute had run 520 feet. The "Tai On" had run 661 feet, gaining 141 feet. After the second minute the "Kwong Tung" had run 1,040 feet and the "Tai On" 1,322 feet, thus gaining 282 feet, which is 100 feet more than her length. But, and this is the crux of the calculation, the "Tai On," in order to get past the "Kwong Tung," would have to run first the length of the

"Kwong Tung" minus the overlap, that is, 200 feet minus 50 feet, 150 feet plus her own length, 180 feet—in all, 330 feet. The position, therefore, of the two ships at the end of the second minute was that the "Tai On's" bow would have been 132 feet ahead of the bow of the "Kwong Tung," that is, 48 feet short of actual passing. After that time she began to draw astern. The Assessor has checked and agrees with these calculations. Before, however, finally adopting them, it is necessary to see how far they agree or conflict with the evidence. I have, therefore, extracted from the statements of the witnesses on both sides what they say as to the relative positions of the two ships:—Lawrence, Captain of "Tai On": "Kwong Tung" was dead astern, could not tell how far, nor on which side: her bow flagstaff was aft of my taffrail: passed her at 5.15: at 5.20: 10 minutes after heard her coming up: her bell rang when the ships were right abreast.

Stainfield, Chief Engineer.—When I came out of cabin "Kwong Tung" was passing us: her stem amidships of our funnel: her engineer was abreast of our engine-room skylight: impossible for our bow to be amidships of "Kwong Tung": our bow quarter ship's length ahead of "Kwong Tung."

Sing, Pilot.—Passed "Kwong Tung" at 5.15: 18 feet apart: got ahead of her two ship lengths: collision occurred immediately after reversing.

Ma Chi, Quartermaster.—We went ahead of "Kwong Tung" in 12 or 13 minutes (she had just passed the Barrier—after 5): 8 or 10 minutes after she went ahead of us: can't say how far "Tai On" passed "Kwong Tung," as I could not look behind.

Walter, Captain of "Kwong Tung" "Tai On" caught us up at 5.20: it might have been a little later. After "full speed" she drew up for 2 or 3 minutes till she was abeam: her bow a little forward of our bow: never forward of that.

Mead, Chief Officer.—Saw "Tai On" abreast of our funnel: gradually coming ahead till funnels in line: bow abreast of bridge. Half minute after telegraph bow abreast of our funnel.

Cordeiro, Engineer.—Came on deck 5.22: soon after "full speed": saw "Tai On" overtaking us slowly: stood a little while, waved to engineer of "Tai On," went below, funnels level.

Yuen, Sailor.—When I went to fetch Assistant Pilot, "Tai On" green screen opposite our red screen.

Pui Ki, Assistant Pilot.—Going to wheel-house saw "Tai On's" stem just beyond our funnel: when I got to wheel-house her stem near our red screen.

Chi, Chief Pilot.—After "full speed" went out of wheel-house to see: "Tai On's" stem was up to wheel-house, but got no further ahead because we were "full speed."

Lewis, Passenger (*de bene esse*).—Saw "Tai On" approaching: her bows came no further than wheel-house: her bow never level with our bow.

So far as the "Tai On" evidence is concerned that of the pilot may be put on one side as imaginary. So far as the evidence of the "Kwong Tung" is concerned, the most serious discrepancy occurs between the statements of Captain Walker and Mr. Lewis, the passenger. The Captain says that the "Tai On's" bow was a little forward of his bow though never forward of that, but Mr. Lewis says that the "Tai On's" bow came no further than the wheelhouse of the "Kwong Tung" and that the bows of the two ships were never level. These two statements cannot stand together, and although we may not be able to accept Captain Walker's we certainly reject that of Mr. Lewis. For some reason or other, the passenger takes too much interest in the case. He could see what the learned counsel, who was cross-examining him, was "driving at," though why, I am at a loss to understand. He was merely called *de bene esse* to state what he saw, not to fence for the counsel and what he saw was not what Captain Walker saw, nor is it borne out by any other evidence. The chief pilot's evidence also disagrees with that of the Captain, though apparently agrees with that of the passenger. But, on a little closer analysis, I think his evidence is more in accord with what the sailor Yuen and the assistant pilot said. When Yuen went to fetch the assistant pilot,

he says "the 'Tai On' green screen was opposite our red screen" and when the assistant pilot, after he had been fetched, got to the wheelhouse "the 'Tai On's' stem was near our red screen." Now, clearly, what these two men saw happened after the "Kwong Tung" had gathered full weigh, and when the "Tai On" was falling back, and this is really the effect of what the chief pilot says, "The 'Tai On's' stem was up to our wheel-house" when he went out to look, but he adds she got no further ahead "because we were full speed." The chief pilot ought to know what he is talking about. He must know that what he says is meaningless unless the "Kwong Tung" had gathered her full weigh when he went out to look. Therefore, when he went out to look the "Tai On" must have begun to fall back. I think these three Chinese spoke truly to what they saw, but we have to ascertain what they did not see. The chief officer also contradicts the captain, but his own evidence, I am sorry to say, is open to serious criticism and the models show that, if the funnels were in line, as he says, the "Tai On's" bow could not be abreast of the bridge. It would have been practically level with the "Kwong Tung's" bow. A skilled witness has no right to come into this court and make such loose statements. If he had given the slightest consideration to the dimensions of the two ships, he would have known that what he said was calculated to mislead the Court and it was not until the models were supplied that I could test the accuracy of his statement. The evidence of the engineers of the two ships does not carry us much further. It simply amounts to this, that at some time or other they were level and exchanged greetings. The evidence of the captain of the "Tai On" is not much more reliable. He insists that the bow flagstaff of the "Kwong Tung" was aft of his taffrail and that, ten minutes after, he heard her coming up. Taking his statement in Paragraph 12 of the Preliminary Act, I was disposed, at first, to think that he had used the word "past" in a loose conversational way and as meaning "passing," and that the evidence which has been derived from the figures supported it. But the Assessor reminds me that captains of ships know or ought to know the regulations by heart and in such an important matter as passing another ship they cannot use loose phraseology. Moreover, his evidence shows that he meant past, because he added "I did not know on which side of me the 'Kwong Tung' was." The evidence of Ma Chi, the quartermaster, though it speaks of the "Tai On" passing the "Kwong Tung," is confused as to the time, as he talks of twelve minutes having occurred between the overtaking and the collision. This minute analysis of the evidence shows that, on both sides it is unreliable, and I, therefore, adopt the position of the ships as shown by the figures, I now come to the point of law. The "Tai On" alleges that she had passed the "Kwong Tung." We have found as a fact that she had not passed but that she was only passing. Does he, therefore, fall within the application of the rule that the plaintiff may not contradict his Preliminary Act? As to this, I have the greatest doubt and for this reason. I have stated the law applicable to the circumstances as alleged by plaintiff and as derived from the regulations but, under the circumstances of this collision, the necessity of the "Tai On" showing that she was past and clear not being in issue, it is immaterial whether the "Tai On" was past the "Kwong Tung" or not, for precisely the same law, as I have stated it, would apply to both ships. If the "Tai On" were only passing the "Kwong Tung" her duty would still have been to keep out of the way, and the duty would still have remained with the "Kwong Tung" not to alter her course or speed. It cannot be contended that, if the "Tai On" was passing, the "Kwong Tung" could not be held to blame in whole or part for a breach of Article 21, and the doubt I have in my mind is whether this rule applies in the case of failure to prove an immaterial fact. I can find nothing in the decisions bearing on this point. There is also another point of law. The "Tai On" makes four distinct allegations. Must she prove all of them, or is it sufficient for her to prove one? In other words, does the rule apply to the extent of saying that a plaintiff must prove all his facts as alleged in his Preliminary Act, or is it sufficient for him

to prove one which did in fact contribute to the collision? Before stating finally the course which I intend to adopt, it is necessary to give definite findings on other points raised. The Assessor is of opinion, as a seaman, and I, as a judge, entirely concur, that the course of the "Tai On" prior to overtaking, as traced by Captain Walker, is wholly imaginary and that at the moment of overtaking there was no danger of collision, and, therefore, that the reference to those cases which take account of what has been termed "the agony of the moment" are irrelevant. Captain Walker's own statements to questions which I put to him show that there was no "agony," but the reverse. The Assessor is further of opinion that the "Kwong Tung" did not during the material time starboard her helm; also that the fact that the "Kwong Tung" was in shoal water in the channel has no material bearing on the collision. With regard to the "Tai On," he is of opinion that she was sufficiently close to the "Kwong Tung" to feel the effect of suction, and that she did veer under the influence of the "Kwong Tung's" propellers and the counter-acting effect of her own rudder; and, last, that the cause of the "Kwong Tung" swinging to port was first the blow on her quarter and afterwards the effect of the ebb tide. I take it that the allegation in the 14th Paragraph of the Preliminary Act that the "Kwong Tung" did not keep to the starboard side of the channel means what is stated in Paragraph 4 of the Petition that she starboarded her helm and endeavoured to cross ahead of the "Tai On." The plaintiff has not proved all of his facts, but has, however, proved one, that the "Kwong Tung" altered her speed.

Shorn of all irrelevant and untrue facts, and of the inevitable arguments based on them, what occurred, in our opinion, was simply this:—The "Tai On" on her normal course overtook the "Kwong Tung" and nearly passed her. The "Kwong Tung," in order not to be passed and to get to Canton in her proper berthing order, increased her speed. Neither captain would give way and a race ensued through the narrow channel where events, in spite of Captain Walker's opinion that it was quite a normal state of affairs, showed that it was dangerous for two ships to be alongside going at full speed, the end of the race being the collision. It is clear from these findings that by the breach of regulations applicable to her in the circumstances, each vessel contributed to the collision. The "Kwong Tung" by increasing her speed and committing a breach of Article 21 and so putting herself in a position approximate to the "Tai On" in a narrow channel where she must have felt the operation of the suction, and the "Tai On" by not keeping out of the way of the "Kwong Tung" committed a breach of Article 24 by putting herself in proximity to the "Kwong Tung" in a narrow channel where she must have felt the operation of the suction. Before, however, judgment can be given on these findings, there are points of law to be decided and facts to be gone into in order to see whether it is necessary to consider these questions. I don't think we have heard enough from either side on these points to warrant my giving judgment without further argument. It would not be right to express an opinion on them without further consideration, unless, indeed, the parties, in view of the agreement which they have entered into, are willing to accept judgment irrespective of these points. As this is essentially a question of seamanship, and of great importance to navigation in the Canton River, I have requested the Assessor to deal with it.

Captain Morrison.—In this case there is not enough reliable evidence on either side to corroborate the captains' evidence. It is extremely bad that the master of any ship should have to keep watch; the captain should be there to command the ship, and there should be an officer on each watch. In this case there is only one officer on board, and I believe the Ordinance only provides for one. A ship carrying 1,000 passengers should have two officers, and one should be on the watch at all times. Had there been an officer and the captain on the bridges of the vessels in this case, we should have got a great deal more evidence than we have. The passenger who

gave evidence may have been on board or he may not; he may have appeared at the moment of the collision and imagined all these things, while the chief officer of the "Kwong Tung" only came out to get coffee in a casual sort of manner. Another thing I should like to mention is that we get evidence from engineers. What were they doing on deck when they ought to have been down in the engine room? It appears to me that there is great slackness of discipline on these ships. Both engineers got in the box and gave evidence to the effect that they went on deck to look round; they ought to have been below to answer the telegraph. One said he went down and came up again to look at the collision—a sort of sight-seeing.

His Lordship—As the law would be the same whether the "Tai On" had passed or was passing, and whether it is the rule that you may not contradict your Preliminary Act, it applies to the extent that you must prove you passed as alleged. The other point is that there are three or four allegations of fact, one of which proved material to the collision, whether the fact that you have not proved the others brings you within the application of that rule.

Mr. Slade—Is there not another point which arises on your Lordship's findings? Your Lordship found that the collision was caused by the "Kwong Tung" increasing her speed, and also caused by the "Tai On" not keeping clear. Surely, my Lord, a serious question will arise on that, because if the "Kwong Tung" had not increased her speed the "Tai On" would have gone clear. That is a very material point, and can the "Tai On" be held to blame? She was evidently put into the position she was in by the wrongful act of the "Kwong Tung."

His Lordship—You will find that point shadowed in my judgment. I shall have no objection to it being argued because it certainly arises, but I think it arises in connection with the first point. All the way through I have had that report in mind.

Adjourned *sine die*.

Wednesday, February 7th.

IN PROBATE JURISDICTION.

BEFORE SIR FRANCIS PIGGOTT (CHIEF JUSTICE).

A JUDGMENT WITHDRAWN.

In the matter of Cheung Kan-sin and Cheung Choi-fat.

His Lordship said that in this case judgment was given for default of appearance about a week ago. The Registrar had since pointed out to him that the procedure traced out in the code did not warrant judgment being given, therefore, that judgment must be withdrawn, and an order made for a further hearing. This seemed to be a rule very rarely applied, therefore, at present judgment would simply be cancelled, and the entry would be that the case was struck out.

Mr. Slade—Which, I think, has the same effect.

His Lordship—No. The next step is that the defendant makes a further application for the cause to be set down again and he is not entitled to judgment till the second hearing. It is very complicated, and the Registrar does not remember a case of the kind occurring here before. The case is, therefore, struck out of the cause list. In seven days the defendant will make a second application. This will be set down; then he will be entitled to judgment on the second hearing.

IN ADMIRALTY JURISDICTION.

SAM HING v. S.S. "PAUL BEAU."

The case was continued in which the Sam Hing firm, coal merchants, of 28 and 30, Pottinger Street, sued the s.s. *Paul Beau* to recover the sum of \$5,390.60 due for coal supplied on the credit of the said steamship.

Mr. M. W. Slade, instructed by Mr. C. D. Wilkinson (of Messrs. Wilkinson and Grist), appeared for the plaintiffs, and Mr. H. E. Pollock, K.C., instructed by Mr. M. J. D. Stephens, represented the defendants.

His Lordship previously adjourned the case in order that two points might be more fully argued.

Mr. Slade said that with regard to the first question as to whether or not the Admiralty Act of 1861 in any way affected the decision of the *Henrique Bjong*, he submitted that it did not. The decision in that case was given under a section of the Admiralty Court Act of 1840, which dealt with necessities, and the effect of that decision was merely to bring into line the decision as to the effect of the two sections in the two Acts of 1840 and 1861, because, shortly after the passing of the second Act, it had been decided that that section gave no maritime lien, and the effect of the *Henrique Bjong* case was merely to correct an erroneous impression which had been acted upon. The comparative words of the two sections of the two Acts were almost the same—that the court should have jurisdiction. The effect of the two decisions was merely to decide, seeing they were worded almost precisely the same, whether the sections would have the same effect so far as a maritime lien was concerned. The second Act of 1861 appeared to have been passed because it had been decided under the earlier Act that no action *in rem* could be taken against a British colonial ship. It was held in the working of this Act that "foreign" meant strictly foreign, not British; not, as so often happen in our laws, foreign means not English. To remedy that the second Act was passed; this did not in any way conflict with the other, but extended its operations. The construction put up in the second Act by the Privy Council in the case of the two *Ellens*, Law Reports, 4 P.C., was that this Act, for reasons therein stated, conferred no maritime lien at all. He referred to that decision because the previous section of the Admiralty Court Act 1861 was also dealt with therein. Section 3 gave jurisdiction for any ship; Section 5 was confined to any ships, British or foreign, whose owners were not domiciled in England or Wales.

With regard to his Lordship's second question as to whether such a lien could exist in the case of any person other than the master, Mr. Slade submitted that it could, and proceeded to quote authorities in support of his contention. The part owners of a ship, he said, were not partners but tenants in common. This being an action *in rem* against a ship, a creditor could look to the ship, seize it, get his money out of it and leave the various part owners to decide the difference between themselves.

His Lordship—If anybody happens to be the owner of a ship, orders goods which happen to be necessities; then there is an action *in rem*?

Mr. Slade—On that principle the ship has been benefited by what has been done.

His Lordship—No such thing is recognised anywhere. A peculiar thing in the Admiralty Act is that masters, not owners, pledge a ship.

Mr. Slade—Not the master only, but any agent, owner or part owner.

Mr. Pollock said it seemed that his learned friend had really not attacked the main difficulty in his case. That was the question as to evidence clearly showing that this coal was not ordered by the agents for the owners—the *Compagnie* for short; whether any claim could be substantiated against the vessel, the persons who ordered the coal not being the agents for the owners. That was the initial difficulty which his friend had had to contend with all along, a difficulty with which he certainly very ably contended, but Mr. Pollock still submitted that he had not brought before his Lordship any satisfactory or sufficient authority to show that the vessel could be held liable. It was for Mr. Slade to establish that the *Paul Beau* was liable, and if he failed to prove that, judgment must be for the defendants. He thought a very important point for his Lordship's consideration was as to whether a maritime lien was created, because, no doubt if it was it would attach to the ship at the very moment the necessities had been supplied. There was no doubt that a maritime lien did attach there and then at the immediate moment circumstances arose which created it. There was a great distinction between a maritime lien and the right to bring an action *in rem*. A maritime lien operated there and then as a mortgage or charge on an instrument, while in the case of an action *in rem* no right existed whatever until a ship had been arrested in an action. There

could be no doubt that a maritime lien did not exist in the case of the material man, and there never had been one in the case of necessities supplies. The *Henrique Bjong* case, quoted by Mr. Slade, was very useful in showing that the material man had not a lien on a ship, and that in consequence of a part owner having sold his interest in a ship, the claim of the material man was defeated. Lord Watson showed most clearly the comparatively weak position occupied by the material man, who could not succeed with an action *in rem* unless at the time of its institution the *res* was the property of the debtor. As a matter of fact the present *res*, the *Paul Beau*, never was the property of *Trevoux and Co.*, whose agent ordered the coal. His Lordship should bear in mind that from one of the documents put in it appeared that in November, 1904, all previous documents with reference to the working of the ship between the *Compagnie* and *Trevoux* were absolutely cancelled, and that this action was not instituted, and the *Paul Beau* was not arrested, until a subsequent date. He submitted that at the time the action was instituted *Trevoux*, the debtor, had not merely got no rights as owner of the *Paul Beau*, but no rights at all, as any previous existing contract rights had by mutual consent been ended. If the person by whom or on whose behalf the liabilities to buy necessities were being created was not at the time the action was instituted the owner of the ship, there was no remedy against the *res*. He submitted that the whole question rested on the question as to whether there was property in the debtor at the time of the institution of the action, and they contended that there was not a vesture of property in *Trevoux* at that time. They also contended that the question of agency came in. There was no liability on the part of the *res* to be arrested unless the person who ordered the goods was the agent for the owner of the ship.

His Lordship—Mr. Slade contends that the right which may be enforced by an action *in rem* can be enforced against the ship irrespective of the charter. You maintain that proposition, substituting for "maritime lien," the right to bring an action *in rem*.

Mr. Pollock—That is so. The whole of my learned friend's argument is that they don't care about the owners or charterers; the goods were supplied to the ship and she is liable.

Mr. Slade said the reason why it was so difficult to find authority on the subject of necessities ordered by agents other than masters of vessels, was that as a rule the agent of a vessel in a foreign port was provided with funds, purchased the necessities from the material man, provided the ship and then looked to the owners. Such was the ordinary course of business, so that in consequence of that, cases where rights of persons against a ship other than the master had comparatively seldom arisen. Their right—the right of the material man—arose because the necessities were ordered from him by a person deriving his authority from the owner directly or indirectly. What happened in this case was that the owners put *Trevoux* into some sort of position with regard to the ship, therefore, he was the person having management, and his authority was derived from the owner.

His Lordship—Do you say the charterer has any authority, direct or indirect, from the owner?

Mr. Slade—He is put in possession of the ship by the owner. This point meets my friend's argument that it is on us to establish an agency. We do, and it is for them to displace it.

His Lordship—Their doctrine goes further than that, and you could not dismiss it.

Mr. Slade—No, my Lord, it would be very difficult to dismiss it. I would suggest that what would displace it would be if the material man knew of the charter-party. Then he would not be in the words of the act supplying necessities to the ship, but to the charterer.

His Lordship reserved judgment.

IN SUMMARY JURISDICTION

BEFORE MR. A. G. WISE (PUISNE JUDGE).

WHO WERE THE SUPPLIERS?

The *Kwong Wing-tai* sued the *Kung Wo* to recover \$149.83 due on 49 crates of dry persimmons.

Mr. C. F. Dixon (of Mr. John Hastings' office) appeared for the plaintiffs, and Mr. G. K. H. Brutton (of Messrs. Brutton, Hett and Goldring) represented the defendants.

Mr. Dixon said the plaintiffs were a firm of merchants carrying on business at 9A, Lower Lascar Row, and the defendants were merchants carrying on business at Bonham Strad. The sum claimed was a balance due to the plaintiffs on account of persimmons after deducting the commission due to the defendants. The defendants in a letter from their solicitors admitted having received the 49 crates for sale, but stated that these were received not from the plaintiffs but from one, Lo Ho-chuen. They say they sold them, and the proceeds were handed to the man from whom they received instructions. That was the only point at issue, and in support of his case Mr. Dixon said he would produce the book of the plaintiff firm containing a receipt for the persimmons.

Ho Sing-kui, managing partner of the plaintiff firm, said that on February 15th, 1905, he sent a foki with the 49 crates of persimmons to the Kung Wo to sell on commission. On a subsequent date he heard that the fruit had been sold, and applied for the balance due after the defendant firm had deducted their commission, but did not receive the amount.

Cross-examined—Witness bought the persimmons at auction. Lo Ho-chuen was not a salesman in his firm when these goods were bought, neither was he when they were delivered to the defendants.

For the defence Mr. Brutton said that the persimmons were taken to the defendant firm for sale by Lo Ho-chuen, who received \$60 advance on them, and on two subsequent occasions he received further advances, the amount received totalling \$149.82.

Chu Shu-pak, a salesman in the plaintiff firm, said he received the persimmons in question from one, Lo Ho-chuen. He had not previously received goods from Lo Ho-chuen to sell.

Further evidence was heard and the case adjourned.

Thursday, February 8th.

IN BANKRUPTCY.

BEFORE SIR FRANCIS PIGGOTT (CHIEF JUSTICE).

SMALL BANKRUPTCIES AND COSTS.

The Yu Hee-loong, otherwise the Yee Loong firm, *ex parte* Lam Chan-leung, creditor.

This was an application for a receiving order. Mr. F. X. d'Almada e Castro, who appeared for the petitioning creditor, said the debt was an amount of \$500 due on two promissory notes. The act of bankruptcy alleged was that his client had received notice that the debtors had suspended payment of their debts. The notice read—"We beg to inform you that, with regard to the amount owing to you by our firm, we cannot meet it as business is not in a progressive state, and our firm has suspended payment of all accounts." The assets amounted to \$1,500, consisting of \$600 worth of goods and chattels, \$400 due from the Hing Lung, Ching Kee and Yik Hop firms, and \$500 or thereabout due from various firms and persons in Hong-kong. So far as the petitioning creditor could ascertain, the debtors' liabilities amounted to \$2,500. Since the filing of the petition his client had ascertained that two firms doing a substantial business at Shanghai were indebted to the estate of the debtors in the sum of over \$800.

His Lordship—He had better sue them.

Mr. Almada—They are at Shanghai, and a creditor would not be able to sue there.

His Lordship—This is not a case for suspension of payment.

Mr. Almada—But having suspended, the debtors have committed an act of bankruptcy, therefore, I cannot attach.

His Lordship—I don't like these small bankruptcies. The whole of a man's estate is wasted in fees and costs, and this does not seem to me to be a case of bankruptcy.

Mr. Almada—As regards the goods and chattels, an order was made for an *interim* receiver, but since that order was made the

debtors have removed these thus making their assets less by \$600.

Mr. Wakeman, Official Receiver—I made inquiries, and believe it is a fact that the furniture and effects left are worth practically nothing.

His Lordship—I don't like these small bankruptcies.

Mr. Almada—My client would be placed in an awkward position if this order were not granted, as he would not be able to sue or recover anything.

His Lordship—What is the estimated cost in a bankruptcy?

Mr. Almada—In a case like this it wouldn't amount at the outside to more than \$100 or \$200.

Mr. Wakeman—I have very seldom seen a bill of costs for \$100; they generally approach to nearer \$400 or \$500.

His Lordship—It is wasting the estate.

Mr. Almada—Your Lordship might fix the amount of costs.

His Lordship—Is there a scale for these small bankruptcies?

Mr. Wakeman—No.

His Lordship—Well, you can take an order.

APPLICATION FOR RECEIVING ORDER.

Re Mak Kwai-cheung *ex parte* the debtor.

Mr. A. J. Gardiner (of Mr. O. D. Thomson's office), who appeared for the debtor, applied for a receiving order.

Mr. Gardiner stated that since the petition had been filed the debtor had assigned his premises at 4, Gough Street and 34, Stone Nullah Street to Chan Kat-hing and another for \$500. That money, after deducting the amount owing for rent, was in the hands of Mr. Thomson, his solicitor. The debtor's stock-in-trade was valued at \$600, his book debts at \$600, while about \$900 was due on promissory notes and interest.

His Lordship granted the order.

ANOTHER RECEIVING ORDER WANTED.

Re the Shun Wo-shan firm *ex parte* Chau Wing.

Mr. Almada, who represented the petitioning creditor in this case, said the matter came up before his Lordship on December 14th when it was adjourned because the affidavit on the file showed the amount due to the firm to be \$5,500, and its debts \$4,500. The managing partner of the firm then gave evidence that he was unable to collect his debts, and since then no debts had been collected by him. There was a judgment against the firm for over \$1,000, and the petitioning and judgment creditors received notice of suspension of payment of debts. The petitioning creditor immediately filed his petition.

His Lordship—What have you got to say, Mr. Wakeman?

Mr. Wakeman—I don't quite see if the man cannot collect the debts himself how I am to collect them.

His Lordship—His assets include debts due from Canton.

Mr. Almada—Yes, and if your Lordship does not make an order, the object of the statute in bankruptcy, which is to secure equal distribution of the estate among the creditors, will not be available on behalf of my client, and the judgment creditors will attach to the detriment and prejudice of other creditors. I submit that, having obtained such information on account of this petition, they ought to be placed on the same footing as the petitioning creditor who has, by his diligence, ascertained these assets of the firm.

His Lordship—I have to be satisfied that there is a sufficiency of assets and prospect of a substantial dividend.

Mr. Almada—According to the affidavit there will be. If the sum of \$3,000 is recovered from the Man Hing-cheung there will be sufficient assets to pay the debts of the firm.

His Lordship—Very well, take an order.

AN ACT OF BANKRUPTCY.

Re Chan Fung-ng and Kwong Chow *ex parte* Tet Sung-cho.

This was an application by Mr. G. K. H. Brutton (of Messrs. Brutton, Hett and Goldring) on behalf of the petitioning creditor for a receiving order.

Mr. Brutton stated that on January 17th an *interim* receiving order was obtained and the official receiver was put in possession of the assets which amounted to \$15,000 while the liabilities stood at \$18,300. An arrangement

had been come to by which the creditors agreed to accept a composition.

His Lordship—There is another petition in connection with this bankruptcy: they had better be amalgamated.

Mr. Brutton—With regard to bankruptcy No. 4, I submit that the petition is incorrect. It is simply signed McEwan, Frickel & Co. whereas it should be signed by the manager for the firm or by the partners.

His Lordship asked what the rules were with regard to the practice here.

Mr. Wakeman said there were none, but he thought they should be bound by home rules.

His Lordship (to Mr. Brutton)—As the petition is on the file I must take notice of it and there must be a consolidation order subject to what you have to say.

Mr. Brutton—If you grant a receiving order to my petition to-day, I think I should get precedence.

His Lordship—Certainly.

Mr. Brutton—I will ask your Lordship to make an order and allow the other petitioner to come in and ask for any order he likes.

His Lordship—I think that would be the best way. What is the act of bankruptcy?

Mr. Brutton—The debtor departed out of the Colony with intent to defeat or delay his creditors on January 7th.

His Lordship—How do you know he intended to defeat or delay?

Mr. Brutton—Because he left the Colony, and we could not find him.

His Lordship—The mere going up to Canton would not be an act of bankruptcy.

Mr. Brutton—But I submit that he must prove he did not leave the Colony with intent to defeat or delay.

His Lordship—How do you show that he left with intent to defeat or delay?

Mr. Brutton—He remained out of the Colony at the time of the petition, and came back when the petition was on the file and he knew it was safe to return.

His Lordship granted the order.

IN ORIGINAL JURISDICTION.

BEFORE SIR FRANCIS PIGGOTT (CHIEF JUSTICE).

TRIAL OF ISSUE.

Between Chan Yik-shi, plaintiff, and the Wing Kee firm, defendants.

In this action his Lordship has to decide whether Lau Sin-chiu of the Fung Kat bank, 27, Bonham Strand East, is, or was, a member of the Wing Kee firm when cause of action arose, and whether as such he is liable to the judgments herein.

Mr. H. E. Pollock, K.C., instructed by Mr. C. F. Dixon (of Mr. J. Hastings' office) represented the plaintiff, and Mr. M. W. Slade, instructed by Mr. R. A. Harding, appeared for the defendants.

Mr. Pollock stated that this action was commenced on July 7th, 1905, by the plaintiff against the Wing Kee firm for the sum of \$8,000 money lent and \$640 interest. The action was taken by the plaintiff against the firm as a firm, and judgment was entered for the plaintiff with costs. Costs were taxed under that judgment and on July 26th a summons was taken out addressed to Lau Sin-chiu, the defendant in the present issue, and to one Leung Hok-cho. The application on the part of the plaintiff was for leave to issue execution against them as members of the defendant firm. Leung Hok-cho was since deceased, and the issue to be tried was with regard to Lau Sin-chiu.

Hong Chung-in, sworn, said he was formerly manager of the Wing Kee firm, who were lessees of the Ko Shing theatre. The Wing Kee began business on July 5th, 1905. He then joined, and resigned on July 12th, 1904. On December 26th, 1903, fresh capital was put into the business. About this time he met the defendant at the Ko Shing theatre; a man named Yune Kuk-cho was with him. They spoke about business, and eventually both inquired about the business of the Ko Shing. Witness said they had secured a fair amount of business, but wanted more capital, and asked Yune Kuk-cho if he would be good

enough to find more partners. The defendant was then present, and Yune Kuk-cho, pointing to him, said "this man would like to be a partner." The defendant took Yune on to the veranda, where they talked in a low tone and on re-entering Yune said the defendant agreed to become a partner. Both men then said they would consider what amount of capital they would put in, and would pay the amount over in the course of a few days. On December 26th Yune Kuk-cho handed \$1,500 to witness in the accountant's room of the Ko Shing theatre. He said—"\$500 belongs to me; put it down in the name of Lau In-long. The other \$1,000 belongs to Lau Sin-chiu; put it down in the name of Lau Sin Kee-tong." He gave two receipts for the money.

Cross-examined—None of the partners of the Wing Kee were in Hongkong. When the firm was started \$21,000 was paid in as capital. Witness did not pay in any money, and had no interest in the firm. As manager he did not care whether the company made or lost money. In January, 1904, the Wing Kee borrowed \$3,000 from the Fung Kat bank, which bank insisted on security, as the original loan had not been repaid. Witness made out the notes, but he did not sign as security; he merely signed as manager of the firm, and put its chop thereon. On different dates he signed promissory notes to the amount of \$8,000. He was not a partner in the Wing Kee firm. Shares taken out in a "tong" name were very often held by several people, but he was not connected with any tong. He agreed to pay Yune Kuk-cho \$120 a year to introduce shares and capital.

For the defence Mr. Slade stated that the books of the Fung Kat bank showed an entry of \$1,500 to buy Yune Kuk-cho a share in the Wing Kee. He was the manager of the bank and the defendant had a current account there. If \$1,000 out of this \$1,500 was to buy Lau Sin-chiu a share in the Wing Kee it would have gone down in his account. The rest of the story was simply a denial. Yune Kuk-cho was once the managing partner of the Fung Kat bank, and the defendant was also a partner. Yune by his extravagant method and reckless way of letting his friends have money brought the bank practically to ruin, and the partners turned him out of the management and put defendant in his place. The bank closed and the defendant had practically to pay up, and with a few of the other partners, did pay up, the whole of the liabilities, and they were now endeavouring to get in their debts. The extraordinary part about the case was that no steps of any kind had been taken on the instructions of the plaintiff except against his client. She did not issue execution against the theatre. It was not at all an unknown thing in the Colony for an almost bankrupt firm to endeavour to fix on to some rich man and say he was a partner. This was a desperate attempt to retrieve the fortune of the Wing Kee firm by proving the defendant a partner therein.

Lau Sin-chiu said he was the managing partner of the Fung Kat bank which was now being wound up. Some of their debts had been paid; others secured. The losses of the bank amounted to \$150,000. When these occurred Yune Kuk-cho was manager, and owed the bank over \$20,000. Before becoming manager, he was only a sleeping partner. Witness had had no dealings with the Wing Kee personally, but that firm had had dealings with the bank, and he had obtained judgment for \$8,000 against them for money lent. He was not a partner in the Wing Kee and had never agreed to become one. At that time he did not know Hong Chung-in, neither did he speak to him at the present time.

The case was adjourned.

A Northern paper says:—"This sale of rank and purchasing the way to power is at the bottom of half China's troubles, and even though in this instance it may be only the empty title and not the post itself which is sold, the effect on both officials and people is most pernicious, and is in every way reprehensible." Then what must be said of cases like Baron Harmsworth's?

COMPANIES.

THE KOWLOON LAND AND BUILDING CO., LTD.

The seventeenth ordinary meeting of shareholders of this Company was held at the Company's offices, Victoria Buildings, at noon on Feb. 6th. Mr. T. F. Hough presided, and there were also present Messrs. W. H. Gaskell and A. Rodger (directors), J. H. Chino, M. S. Northcote, A. Shelton Hooper, E. H. Shepherd and J. C. Peter.

The notice convening the meeting having been read,

The CHAIRMAN said:—Gentlemen, I propose, with your permission, taking the report and accounts as read. The net profits for the year amounted to \$15,746.50 as against \$18,291.24 for 1904. This is accounted for by the gross rents being about \$8 0 less, and the absence of the item of unclaimed dividends which appeared the previous year, and by the large amount expended on the drainage and other repairs required by the Sanitary Board, whereby, you will observe, the cost of repairs was \$3,700 as against \$2,294. The property is maintained in good condition, and although we had a few more vacancies than for the previous year we see no reason to suppose that our present rent roll should be diminished. I don't think that I can usefully add anything further, but I shall be glad to answer any questions that you may desire to put bearing on the report and accounts.

No questions were asked, and the CHAIRMAN moved, and Mr. CHINO, seconded the adoption of the report and accounts. The motion was carried.

Mr. PETER proposed the re-election of Messrs. T. F. Hough and A. Rodger as directors.

Mr. NORTHCOTE seconded the proposition, which was agreed to unanimously.

The CHAIRMAN moved, and Mr. SHEPHERD seconded, the re-appointment of Mr. Thomas Arnold as auditor. Carried.

The CHAIRMAN—That concludes the business, gentlemen. Dividend warrants will be ready to-morrow morning.

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LTD.

The report of the Board of Directors to the ordinary half-yearly meeting of shareholders to be held at the office of the Company, on Thursday, February 15th, reads:—

The directors beg to submit to the shareholders the report and statement of accounts for the half-year ending December 31st last.

After paying running expenses, salaries, premia of insurance, repairs and all other out-goings, there remains, including \$8,064.32 brought forward from last account, the sum of \$104,080.93 at credit of profit and loss account. From this amount the Directors recommend that a dividend of one dollar per share, or \$30,000, be paid to shareholders, leaving a balance of \$24,080.93 to be carried forward to new account.

There is nothing new to report in connection with the working of the steamers. It will be observed that, notwithstanding the depressed condition of trade during the past half-year, the earnings are equal to those of the same period in 1904.

The Honourable Mr. C. W. Dickson and Mr. H. Schubart having resigned their seats at the Board, Messrs. W. A. C. Cruickshank and C. R. Lenzmann were invited by the directors to fill the vacancies subject to confirmation by the shareholders at this meeting.

The retiring auditors, Messrs. A. O'D. Gourdin and W. H. Potts, offer themselves for re-election.

E. GOETZ,
Chairman.

Dec. 31, 1905.	ASSETS.	\$ c.
Value of steamers Honam, Towan, Heung-shan, Lungshan, 1/3ths of Fatshan and Kinshan, and 1/3rd of Sainam, Nanning, Tak-Hing, Lintan and Sanui		942,800.00
Value of lighters Sunlee and Woles		8,000.00
Value of wharves, hulks and moorings		76,250.00
Value of properties at Canton, Wuchow and Kowloon		135,546.77

Value of spare gear	15,429.76
Value of furniture	750.00
Value of shares in public companies	606,835.00
Value of Chinese bonds	1,094.48
Loans on mortgage	534,000.00
Interest accrued	2,362.21
Cash with the Hongkong and Shanghai Banking Corporation	8,033.99
Sundry debtors	14,148.83
	\$2,345,189.04

Dec. 31, 1905.	LIABILITIES.	\$ c.
Amount of capital, 80,000 shares of \$15 each fully paid up		1,200,000.00
Amount at credit of depreciation and insurance fund		600,000.00
Amount at credit of equalization of dividend fund		250,000.00
Amount at credit of investment fluctuation account		154,311.63
Unclaimed dividends		5,341.00
Sundry creditors		31,455.48
Amount at credit of profit and loss account		104,080.93
		\$2,345,189.04

PROFIT AND LOSS ACCOUNT.

Dec. 31, 1905.	Dr.	\$ c.
To amount paid for repairs to steamers ..		8,110.82
To directors and auditors' fees		4,250.00
Balance to be appropriated, viz.—		
Dividend of \$1 per share on 80,000 shares	\$80,000.00	
To be carried forward to new account	24,080.93	
		104,080.93
		\$116,441.55

Dec. 31, 1905.	Cr.	\$ c.
By amount brought forward from last account		8,064.32
By net earnings of steamers		66,520.28
By interest on investments		41,094.95
By transfer fees		48.00
By unclaimed dividends written off		711.00
		\$116,441.55

DEPRECIATION AND INSURANCE FUND.

Dec. 31, 1905.	Dr.	\$ c.
To balance		600,000.00
June 30, 1905.	Cr.	\$ c.
By balance		600,000.00

Dec. 31, 1905.	Dr.	\$ c.
To balance		250,000.00
June 30, 1905.	Cr.	\$ c.
By balance		250,000.00

HUMPHREYS ESTATE AND FINANCE CO., LTD.

The report of the directors for the year ending December 31st, 1905, for presentation on Saturday, February 10th, reads:—

Gentlemen,—The directors now beg to submit to you their report and statement of accounts for the year ending December 31st, 1905.

The net profit for that period amounts to	\$125,671.97
To which has to be added the balance brought forward from last account	11,958.03
	137,630.00

And from this have to be deducted—	
Remuneration to directors' 5 per cent. commission on net profits	\$6,283.59
Remuneration to general managers' commission on net profits	6,283.59
	12,567.18

Leaving available for appropriation \$125,062.82

The directors recommend that a dividend of eight per cent. on the paid-up capital be paid to shareholders, absorbing \$119,992.20, and that the balance of \$5,070.62 be carried to new profit and loss account.

DIRECTORS.

Mr. J. Scott Harston having resigned, Mr. C. Ewens was invited to fill the vacancy and accepted a seat on the board. In accordance with rule 76 of the articles of association, Messrs. A. G. Wood, H. A. W. Slade, J. S. Van Buren, and Ho Tung retire, but being eligible offer themselves for re-election.

AUDITORS.

The accounts have been audited by Messrs. W. H. Gaskell and W. Hutton Potts, who offer themselves for re-election.

HENRY HUMPHREYS,
Chairman.

BALANCE SHEET

For the year ending December 31st, 1905.

LIABILITIES.

Capital account:—	\$	c.
149,987 shares at \$10.00 each.....	\$1,499,870.00	
13 shares at \$2.50 each ...	32.50	
	1,499,902.50	
Insurance reserve fund	208,396.29	
Fund for equalisation of dividends	50,000.00	
Sundry creditors	156,283.77	
Mortgages	136,000.00	
Unclaimed dividends	4,423.79	
Profit and loss account:—		
Amount carried forward from 1904	\$11,958.03	
For the year 1905	123,671.97	
	137,630.00	
	\$2,186,606.35	

ASSETS.

	\$	c.
Amount invested in property	1,385,525.46	
Amount invested on mortgage	584,421.90	
Accounts receivable	212,085.04	
Office furniture	523.00	
Fire insurance premia unexpired	172.12	
Cash in Hongkong and Shanghai Bank and in hand	3,873.81	
	\$2,186,606.35	

PROFIT AND LOSS ACCOUNT.

Dec. 31, 1905.	Dr.	\$	c.
To fire insurance premia	4,818.01		
To Crown rent	4,186.53		
To general charges	2,275.04		
To allowance to general managers to cover office rent and salaries of secretary and clerks	8,000.00		
To repairs	4,335.69		
To auditors' fees	250.00		
To Balance	137,630.00		
	\$161,495.27		
Jan. 1, 1905.	Cr.	\$	c.
By balance carried forward from 1904	11,958.03		
Dec. 31.			
By rents	77,705.39		
By interest	61,660.72		
By commission	9,893.13		
By transfer fees	278.00		
	\$161,495.27		

MURDER OF A HONGKONG EX-GAOLER.

Mr. Edward Kelly, the Police Inspector who was murdered at Changsha, as announced in one of our recent telegrams, was formerly at Hongkong. The *N.-C. Daily News* has gleaned the following details:—There are few men in the less exalted stations of life whose death could be felt more widely as a personal loss than the late Mr. Edward Kelly, whose shocking murder at Changsha is reported by telegram by our correspondent there. Saving one failing, he was one of the best of men, as he was one of the kindest. No service that he could render to anyone was a trouble to him, and he was beloved by everyone on the Bubbling Well and adjacent roads, he having been for some time in charge of the Carter Road Police Station. Mr. Kelly was a native of Guernsey, and was in early life a sailor. He left his ship in Hongkong and came up here to join the Municipal Police in 1884. He resigned in 1889, having obtained an appointment in the Hongkong Gaol, but returned here in 1891, and rejoined the force. He was promoted to be Inspector in 1898, and resigned in 1900, being subsequently employed for some time at the Hongkew Wharf. He was a very good servant of the Council while in the Police, and had been perfectly steady and reliable since he obtained his appointment at Changsha, where his loss will be keenly felt, as it is here. At smoking concerts he was a very welcome guest, for he sang a good song, and was brimful of geniality and good-heartedness. He was about 53 years of age and was contemplating a trip home at an early date. It is a sad ending to his life that he should lose it at the hands of two Levantine scoundrels, who, we trust, have been laid by the heels. There are too many of these conscienceless bandits roaming about the interior, plundering the Chinese, and severe measures will have to be adopted with them, for they are a constant menace to the good relations that should always, and generally do, exist between foreigners and Chinese in the provinces.

THE CANTON-HANKOW RAILWAY.

DISAFFECTION OF CANTONESE CONTINUES.

[From our Canton Correspondent.]

A WELL-HATED VICEROY.

Ex-Viceroy Hin Ying-kwai, on behalf of the Kwangtung gentry, has addressed another telegram to Viceroy Yuan Shik-kai, denouncing Viceroy Shum as "pertinacious and tyrannical," treating the laws with contempt, and embroiling the people. The whole province is "bubbling" with revolt, which encourages bandits and robbers. A rising of ten thousand angry people is possible, and other provinces may be involved in such a calamity. "The foreign merchants on the Shameen have already requested their respective Government to send gunboats and soldiers to protect them. The foreign ladies have already fled from Canton for safety. All Canton is shaking. Every day that Viceroy Shum is allowed to remain, the situation will grow worse." The message here went on to ask the powerful Viceroy to petition for the removal of Viceroy Shum.

AN EXTRAORDINARY LETTER.

The *A-chow-sun-po*, a local paper, publishes the following extraordinary anonymous letter addressed to its office and found in the Hoi-Tong-chi temple in Honam. The envelope bore a request that the letter be published:—"Your humble servant is a native of the Poon-yu district. During my life I have striven to be noble-minded; my age is 36. I hear at present that Lai Kwai-pui, the representative of the people, has been unjustly arrested for trying to induce the Government not to increase taxation. I cannot suppress my excited feelings and sympathies with the people. My intention was to proceed to the Viceroy's yamen to protest and if not successful to sacrifice my life. After a second consideration I came to ask myself, what means must I adopt to gain my ends? I have no power or influence and there is no opportunity I could take advantage of. I have cherished ideas in my bosom, but cannot carry them out. I have, therefore, decided to jump into the Chü-Kung River and die, so that the public may know that there are eminent scholars in Kwangtung who are not afraid of death, and Viceroy Shum may repent perhaps, and will change his policy, and not treat with contempt the gentry and merchants of the province. The Viceroy does not know how much pains the merchants and gentry took to bring about the redemption of the Canton-Hankow Railway. We asked to redeem it; it is only proper that we should control its construction. If funds are required, they must be raised with the consent of all the merchants. Contrary to our expectations, the Viceroy desires to make use of tyrannical measures to enforce taxation. When the general public's feelings were excited he had the audacity to arrest a high official under wrongful accusation, without imperial permission, and has treated the laws with contempt. He will not be quiet until he has brought calamity on the people. With regard to the Prefect Chau Mong-tsang, Deputy Chu Cho-yam, the Poon Yu magistrate Chai Wai-tung, while they are cunning foxes they have tried to behave like tigers, trusting to the Viceroy's powers and tyrannizing the people. They did not stop to consider whether the affair was a crooked or a straight one, nor did they take into consideration the people's feelings. They took this opportunity to look for reward and promotion. Their minds must be base and their hearts corrupted and vile, and nothing can be worse than these people. Still more contemptible is Win Tsung-yao, who is cold-blooded and has lost all conscience. He has been enticing people to run in the tiger's den so that they may be devoured. He has been bullying his brothers of his own province. These five people will cause all Cantonese people who have any blood in them to see their hair stand on their heads on hearing what has been done by them. I am only a scholar and my death will not much improve matters, but I have five friends who regard money as a thing of no importance, but they and their numerous acquaintances are willing to sacrifice their lives and are prepared to do the honourable

act. They are of the Kings and Nip Ching type of men; their bravery and experience is above mine a thousandfold. When they will learn that I died for the cause the people they will come forward with the 72 guilds to avenge me. Of course, I can not do anything more after my death, but hope the gentry and merchants will adhere to their determination to uphold the people's interests and oppose taxation. Then my death will be a peaceful one. I am revealing this from the bottom of my heart, and hope the 72 guilds' members will carefully peruse same. —(Signed.) A scholar residing on the eastern side of the river."

February 6th.

VICEREGAL PEACEMAKER.

Viceroy Chou Fu has telegraphed to Ex-Viceroy Hui Ying-kwai, "Use utmost endeavours to exhort the people not to resort to a strike or violence. Raise funds for the construction of the railway. I have already telegraphed to Viceroy Shum to respect the gentry and to treat them well. Promote union amongst the people."

A BUSH FOR SHARES.

A meeting was held on the 3rd inst. at the Chamber of Commerce, to receive applications for shares in the railway. About forty thousand people applied. Over two million dollars worth were thus taken up; and on the following day another million dollars were subscribed. Even coolies were amongst the applicants. Altogether, the people subscribed \$3,500,000.

THE PROMOTERS' ARGUMENTS.

Before any applications were taken, the position was explained to the assembled crowd by the President, Wong Chiu-ping. Other speakers were Lo Kwan-shek and Lo Shun-chu. Urgency was emphasized, and it was urged that the only way for the people to check the officials was to acquire themselves the control of the railway. Otherwise, they would have vexatious taxation, and the officials might even then force them to subscribe! It would be China's chief and most profitable railway. Foreigners had said that one dollar invested in it would return a profit of 5.00! If the officials were allowed to make the line, they would take these profits. Kwangtung railways should be built with Kwangtung money, and the Kwangtung people should leap with joy at the chance to invest it so, even if they had to eat less in consequence!

METHODS.

One third of the required capital was expected from Canton, one third from Cantonese abroad (Hongkong, San Francisco, &c.), and the remainder from the Cantonese scattered throughout Kwangtung and the other provinces. The shares are of five dollars each, half payable at once and half next year. Signatures were accepted, however, with promises to pay, and John Doe was allowed to guarantee that Richard Roe, not present, would take so many shares. Such is the Chinese way. There was to be a Trust formed, of Cantonese, led by the guilds and charitable societies, who would also take up shares. The raising of three million dollars for a like purpose in the Sunning district was an example. The Chamber of Commerce would be the head office of the Company. When all was ready, they would ask the Board of Revenue at Peking to register the fact that the people of Kwangtung had done it all themselves. A Canton-Hankow Railway Bank would be opened at once. One share would give anybody a voice at the meetings. Ten thousand shares would make a man an Assistant Director; with double that amount, he would be a full Director.

THE MEETING.

These things were said in three different parts of the large hall at once, and all the people cried with one voice that the merchants, and not the officials, should make the line. Whereupon the promoters said, "Now subscribe with joy."

There were two books. One was for personal shares, and the other was one in which the signatory took the responsibility of placing so many shares. Wong Chui-ping signed to take up 20,000 shares. Lo Kwan-shik took 4,000 for himself and undertook to place 16,000. The *Shung Po* press of Hongkong undertook to place 20,000 shares. The salt merchants' guild

undertook to place 50,000. Cho Sui-chuk signed for 20,000 for himself, and to place 30,000. Wan Cho-chai signed for 20,000.

February 7th.

FIVE AND A HALF MILLIONS.

Another meeting was held on the 5th inst. at which over a million dollars was subscribed. Yesterday another million dollars' worth of shares were taken, making the issue so far \$5,500,000. One merchant bought for his personal account 60,000 shares. All classes applied, nuns, bonzes, policemen, servants, and so on, each taking one or two shares. The 72 guilds have not yet taken theirs.

ARRANGEMENTS.

Wong Chiu-ping proposed that the Company be called "The Merchants' Construction Canton-Hankow Railway Co., Ltd." [?], and that telegrams of invitation be sent to all Cantonese abroad. The people agreed. The appointment of canvassers to wait on the gentry was left over for three days. Three delegates were appointed to visit Hongkong and other important neighbouring centres, with credentials from the Chamber of Commerce. It was suggested to extend the time allowed (four months) for subscribers abroad, and to shorten it for subscribers in China. This was not agreed to. It was decided to advise Peking as follows. "It was originally intended that the railway was to be constructed by the merchants. As they were about to raise the funds, the innocent Lai Kwai-pui was arrested without warrant. The people were angry. Now the railway has been handed back to them, and over four million dollars already subscribed. This is to allay your anxiety." The Chamber of Commerce takes \$1,500 from its reserve fund to meet incidental expenses, telegraphing, etc. Lo Kwan-shek undertook to make good any deficit. The date for collecting all subscriptions will be fixed in a day or two.

THE DOWNFALL OF SHUM.

It is reported that Viceroy Shum has received from the Central Government the following telegram:—"Viceroy Shum. You are requested to memorialise clearly what is the proper way to release Lai Kwai-pui. Hereafter you must ask for Imperial orders, before dealing with any railway affairs." This, it is said, determined Viceroy Shum to resign and go to Japan. His family, if they have not already quietly departed, are understood to be preparing to go.

THE PRISONER MADE PRESIDENT.

At a meeting of the guilds on the 6th inst., at the Chamber of Commerce, Lai Kwai-pui was appointed President and Chief Director of the Railway Co., and Ling Chui-hong, vice-president. The names of Taotai Cheong To-chai and Cho Sun-chok, Viceroy Shum's appointees, were struck off. The first call on the shares will be on Feb. 23rd. Those taken for distribution amongst friends have to be paid for within four months from that date.

CANTON.

[FROM OUR CORRESPONDENT.]

February 3rd.

PRACTICALLY "DO IT YOURSELF."

I am told that the Viceroy has cabled a message to the following effect to the Board of Commerce in Peking:—"If it is a mistake to raise funds locally for the Canton-Hankow Railway, it is better to appoint a high official from Peking to come here and take over the management of railway affairs and see to its construction." No reply is mentioned.

VICEROY AND CHAMBER OF COMMERCE.

In his message to the Chamber of Commerce, of which I sent you a full translation the other day, the Viceroy promised to afford full protection to any resolute and energetic person who would undertake to raise funds and construct the railway. This, it is said, practically puts the affair in the hands of the merchants, as the officials will have nothing to do with the matter. In consequence, the merchants of the 72 guilds have consulted Lai Kwai-pui, and Lai has urged them to take the matter up at once, as this seems a chance for them to get control of the business.

The 72 guilds and the eight charitable institutions have now issued the following express:—

"The Canton-Hankow railway has been redeemed by the combined strength and vigorous efforts of the Kwangtung people, who were determined to get it back. Tens of thousands of people were of one mind and all are anxious to see the completion of this railway. Owing to the trouble of last year, the matter has been delayed. It is now our duty to take immediate steps to raise the necessary funds to construct it, so as to there to our original idea in redeeming the concession. All Cantonese people are invited to attend a meeting which will be held in the Chamber of Commerce. Please do not grudge using your legs to come there. We are anxiously looking forward to see you attend."

THE NEW TAXATION DEFERRED.

The Viceroy is very much vexed at having suffered defeat. It is said that Taotai Wen Tsung-yao, seeing his Excellency so dejected, spoke to him as follows:—"In all dealings with the Cantonese people the officials must show a firm hand and must use threats to intimidate them, so that they are certain to give in and gratify your Excellency's desires." It appears Wen Taotai has been the cause of Viceroy Shum's repeated efforts to bring forward the question of increased taxation. On the 24th of last month the Viceroy sent a memorial to the Throne recommending seven officials to be cashiered, for not reporting the truth and deceiving him as to what actually occurred in the course of the dispute at the meeting. From official sources I am informed that the seven officials are the Prefect, the Nam Hoi, the Poon-Yu, the Railway deputy Chon Cho-yam, the Police deputy Cheong Shing-ling, and two others, probably Wen Tsung-yao and Heung Man-wing.

The Police deputy is very angry with the Poon-Yu Magistrate, on whom he throws all the responsibility, as he gave him to understand that it was the Viceroy's order that Lai-Kwai-pui should be arrested. He says he will never forgive him if he loses his situation.

OFFICIAL TRANSFER.

Taotai Chau-Hai-wai, who was recently delegated to attend the grand manoeuvres of the northern armies, is transferred to Szechuen, his term of office as President of the Cheong-Pui College having expired.

DISPUTED OWNERSHIP.

It is reported that Viceroy Shum has received a long telegram from the Waiwupu requesting him to forward explanations regarding the seizure of \$400,000 worth of coal, said to belong to Chau-Tung-shang. The British Minister has protested against this seizure, as the coal is said to belong to the National Bank of China.

THE EQUITABLE LIFE INSURANCE SOCIETY.

The long letter of Mr. Paul Morton, the president of the above society, to the policyholders appearing in our advertisement columns makes reassuring reading to policyholders in this world-famed insurance society. Upon the authority of two firms of chartered accountants of the highest standing policyholders are assured that after an exhaustive examination of the affairs of the Society, and with a conservative revaluation of the assets, there is a surplus over and above all liabilities amounting to gold \$67,142,865. The balance sheet and a brief preliminary report to the president of the society are set forth in the advertisement. The agitation of the past year and the severe criticism to which American assurance companies generally have been exposed, demanded in the interests of policyholders the steps taken by the Equitable to restore public confidence, and in the face of so gratifying a report as the two eminent firms of expert accountants have been able to present no doubt need linger in anybody's mind as to the soundness and stability of a company so long and favourably known in all parts of the world. Moreover, not the least satisfactory feature of the president's letter is the declaration of the policy of the new administration which will aim not so much at making the company the biggest but rather the best and safest insurance company in the world. The local agents are Messrs. Shewan, Tomes & Co.

DEATH OF MR. E. A. BONNER.

It is with regret we have to announce the sudden death of Mr. E. A. Bonner, solicitor, in the office of Messrs. Dennys and Bowley, who died on the smallpox hulk *Hygieia*, on the 7th February. It was only on Tuesday that Mr. Bonner was admitted to the hospital ship, but he gradually grew worse, and the doctors in attendance held out no hope of his recovery. His many friends at the bar and others will be sorry to learn of his untimely death.

The news of the sudden death of Mr. E. A. Bonner, solicitor, of Messrs. Dennys & Bowley, created a profound impression in the city on February 8th, and all who knew him learned of his demise with genuine regret. Since his arrival in the Colony about five years ago he became very popular in legal and social circles. He was a prominent Freemason, and was keenly interested in sport, although he did not take the active part that he formerly did in England when he played at cricket and football. The deceased gentleman, who was about 40 years of age, was unmarried. He belonged to a family distinguished in the profession of the law and was a nephew of Lord Chief Justice Alverstone. A pathetic feature of the occurrence is that Mr. Bonner had arranged to go home on holiday a month ago, but was prevented by the illness of Mr. Morrell, and had contemplated taking the journey two months hence.

Before opening the business of the day at the Supreme Court on Feb. 8, the Chief Justice referred to the sad event. He said:—"Gentlemen,—One of our number has suddenly dropped out from among us, and it is impossible that I should take my seat on the bench this morning without saying one word as to how deeply I felt the news of the death of our friend Bonner. We are so small a family that it is impossible the death should not be referred to from the bench, and I desire to take this opportunity of expressing to his relatives and friends the deep sympathy of the bench, bar and legal profession on this sad occasion."

The remains of Mr. Bonner were interred in the Happy Valley Cemetery on February 8th, a number of his legal friends, members of the Perseverance Masonic Lodge and others following him to his last resting place.

MISSIONARIES ATTACKED.

SENSATIONAL AFFAIR AT CANTON.

There was great excitement on the Shamenee on Saturday morning when it became known that the residence of Dr. Andrew Beattie, who with his wife, has practically made the care of lepers their life's work, was forcibly entered on Saturday morning by a gang of armed robbers. Surrounding the American Presbyterian Mission, which is situated at Fati, they held up the inmates, and while several seized Dr. and Mrs. Beattie, bound them hand and foot, others ransacked the house and collected all the valuables—money, watches, silver, clothing, etc., to the value of over \$1,000. Pistols held at the heads of the missionaries prevented them from raising the alarm, but the assailants did not attempt to carry into effect the threats which they made towards the Doctor and his wife. Naturally, the occurrence has caused great excitement among the foreign residents who feel uneasy, and the Viceroy has been asked to have the culprits promptly arrested and punished.

SHOOTING FATALITY AT MACAO.

Our Macao correspondent writes:—On Friday, the 2nd instant, Mr. S. da Luz, who has been an employee in the government office at Taipa for many years, took a holiday and went shooting. Not far from the village, he shot at a bird. Suddenly he heard a groan. On investigating, he found, to his dismay, an old Chinese woman shot dead. Mr. da Luz at once returned to Taipa, and gave himself up to the administrator of that village, telling him what had happened.

Mr. da Luz was at once sent to the Chief Justice at Macao. This affair has cast a gloom in Macao, as Mr. da Luz is well known and popular.

HONGKONG AND THE HOUSING QUESTION.

Following the article in which it was shown that the attempt to abolish cubicles had been abortive, although the letter of the Ordinance of 1903 has been carried out, and that Chinese houses were still overcrowded and insanitary habitations, it might be found of interest now to consider the question of house building as it affects the native community. It is a subject that must or should appeal to the white population almost as keenly as those immediately concerned, because interests of public health demand the abolition of insanitary conditions in our midst, while British dominance should be coincident with a general betterment in the community and an appreciation of the benefits of civilisation.

At the outset it ought to be insisted that the question is one for the consideration of builders as much as for the Government. With a city situated as Hongkong is, built at the base and on the slope of a hill, with a people given to swarming in vast aggregations, the authorities will find it well nigh impossible to bring about unaided a better system of housing. Unless they are assisted by builders and others interested they can effect little improvement in existing conditions, for as has been pointed out, the policy of resumption though relieving the congestion in some of the most unwholesome areas is too fragmentary, tardy and costly to result in any appreciable advance towards the city ideal at which it is believed all are aiming to make Hongkong. Builders are still allowed to crowd houses together, they are still allowed to build them with the same sanitary defects, while the overcrowding of the inhabitants continues in spite of a big staff under the Sanitary Board.

It has been pointed out that the defects in the design of Chinese houses are caused by their great depth without lateral windows, but though these defects are recognised and it is sought to make each compartment on the floor a legal room by having a window opening into it, the question arises—Why should builders slavishly follow the old style in building Chinese houses? Why cannot they adopt a different design? Is there any reason, for instance, why the tenement houses should be built of such great depth? No one will gainsay the statement that six or more cubicles or apartments, as they are entitled to be called if they possess a window, on one narrow floor is too many for a Chinese tenement. Even in the improved houses there is a state of affairs which it is difficult to distinguish from overcrowding, and their lack of facilities for ordinary cleanliness is in itself a strong indictment against some of the buildings which are described as an improvement on the abominable structures where so many are herded together at present in the centre of the city.

The depth of Chinese houses being recognised as one of the greatest objections against the present system, it seems only too obvious that one great source of improvement would be to build them less deep. Of course the reply will be forthcoming that the expense of the additional land required to house a given number of Chinese under the suggested conditions precludes such an idea being carried into practice, but humbly let it be said in the midst of a community so keenly interested in dividends that the question is not one of securing a certain percentage on a certain amount of money invested. If the old order of things permitted a speculator to make twenty or thirty per cent. out of the necessities of the people, that is no reason for its continuance. Houses can be built at a cost which will afford a reasonable margin of profit, and should speculators not be found willing to accept the reduced profits then the solution of the difficulty will devolve on the Government. The well-being of the Colony is its interest, and though it may not be concerned with the monetary gain likely to accrue from the building of houses to accommodate the people, yet if compelled to undertake this duty, there is good reason to believe that it would not be a financial loss to the community and there would be the added satisfaction of lessening the evils attendant on overcrowding and on a people living in insanitary conditions.

It may be argued that by endeavouring to procure a better and more healthful system of housing for the Chinese our attitude is too paternal, and that really the natives are better off here than in the country which gives them their name. That, however, is a mistake. Not only do the Chinese tenement houses differ in style from the European but also from the ordinary Chinese houses in Canton, or other cities in the empire. There, as a rule, the buildings are not more than two storeys in height and often not more than one, but with the growth of Hongkong there has developed a system of housing for the Chinese based on both European and native methods which possesses the defects of each without any of their advantages. Practically everyone knows that in those tenements there is one little kitchen at the one end of the floor which has to serve for the culinary requirements of the whole landing, while there are no conveniences at all, except perhaps in some of the newer tenements. The men have to make use of the public latrines, but for women and children there is no provision of any kind.

To conclude. The remedies which naturally suggest themselves are that the tenements should be built of less depth, and if deemed advisable, more lanes introduced to break up the tendency to congestion in native residential areas. Or, as before suggested, to deal with existing localities by taking away each third block to allow of each block having lateral windows. It might not be necessary to remove the ground floor—a concession to those who plead the great expenditure which it would entail. That might still remain and be utilised for shops, but the opening above would afford the necessary clear space, would allow of outside stairs, and would result in more of the sunlight and pure air being admitted to the humble dwellings.

THE 2S. 4D. DOLLAR.

Under the headings, "Government tries to buy £100,000 at Saturday's Rate and then lowers the Dollar." "An extraordinary tour de finance," the *Strait Times* of Jan. 30th says:—Exchange was fixed yesterday at two shillings and four pence sterling for the dollar.

We stated yesterday that no measures in respect of the fixity of exchange would be considered or debated.

This statement was made on the assurance of Mr. A. H. Lemon, the Acting Clerk of Council, to whom our reporter was sent to verify or deny the article in our morning contemporary, stating that the fixity of exchange was to be a subject at the special meeting of Council convened for yesterday afternoon.

Mr. Lemon spoke officially, and while he spoke, Government was tendering to buy £100,000 at the then ruling rate of exchange, which was five-eighths of a penny higher than the rate at which it was decided to fix the dollar in the afternoon.

It may be offered in extenuation of such an act that Government threw out this offer as a "feeler."

We have consulted bankers and brokers, and the consensus of their opinion is that £100,000 is rather a large sum for a mere "feeler."

Messrs. Fraser & Co.—than whom there is no more reliable firm in the Straits—were the brokers.

The scheme, whatever may have been its object, fell through because the bankers refused to sell.

That £100,000 is still on the market.

It would be possible to say a lot of things in the premises; but it seems that the foregoing simple statement of facts is amply sufficient.

DARING ROBBERY AT CANTON.

THE ATTACK ON DR. BEATTIE.

Our Canton correspondent adds that the robbers who bound and threatened Dr. and Mrs. Beattie at Fa-ti on the night of the 2nd inst. had both rifles and revolvers, and were seen in the light of torches carried by themselves to embark in long "dragon" boats. They ransacked the house thoroughly, and got away with at least \$1,000 worth of property. The American Consul has the matter in hand.

THE SHANGHAI MUNICIPAL ELECTION.

The Shanghai custom, which does not countenance addresses, speeches, meetings, canvassing, and the other accessories of a contested election at home, rendered the two days' polling for Municipal Councillors on January 23rd and 24th as tame a business as it always is. The result is that of the eleven candidates Messrs. Ayscough and Shorrocks are unsuccessful, the latter being somewhat prejudiced in the public mind through his connection with the tramway scheme, which has been accepted by the community. As was generally expected, Mr. Cecil Holliday headed the poll, and it is not unlikely that he will be the new Chairman of the Council. As there are about 1,600 voters on the register the figures following show that the majority left it to their neighbours to vote:—

ELECTED.	
C. Holliday	294
J. Liddell	287
W. J. Gresson	289
W. H. Poate	272
G. Meuser	262
H. De Gray	252
F. C. Heffer	259
E. S. Little	242
F. Ellis	172

Total number of votes 307, and 3 irregular votes.—*N.-C. Daily News.*

ROMANCE IN REAL LIFE.

A MISSING SOLDIER.

We take from the *N.-C. Daily News* the following account of the disappearance of the English officer last year. On March 18th, 1905, Lieutenant George Roland Graham, 112th Native Infantry, Indian Army, is supposed to have left Tientsin by train for Kinohou with the intention of joining the left wing of the Japanese army in Manchuria, which at that time was near Mukden. So far as is known, he intended to ride from Kinohou and he is believed to have travelled under the assumed name of P. Pooker. Whether he adopted a disguise or not is unknown. He had a knowledge of the Chinese language. Description:—Age 21. Slight build. Height about 5ft. 6in. Complexion sallow. Blue eyes. Possibly slight moustache. Little toe of one foot contracted. A reward of one thousand Mexican Dollars will be paid to anyone giving definite and reliable information as to his whereabouts if alive, or as to his fate if dead. In the latter contingency it is important to establish the exact date of his death. Any person wishing to give information is requested to communicate with the British Embassy at Tokyo, the British Legation at Peking, or any other representative of H. M.'s Government.

CORRESPONDENCE.

THE LAND INVESTMENT CO. AND ITS MANAGEMENT.

TO THE EDITOR OF THE "DAILY PRESS."

SIR.—I was astounded when I read your report of this Company Meeting, especially by the Chairman's remark that we have vacant Chinese houses representing \$75,000 per annum, capitalising at 7½ per cent. equal to one million dollars worth of property lying idle. Is that good management? I never knew that I had invested my money in empty houses.—Yours truly,

"SMALL INVESTOR."

The German Bundesrath has granted the right of municipal Government to the German settlements at Tientsin and Hankow, according to a telegram to the *Deutsch Japan Post*.

The Fuji Spinning Company has been exceptionally successful in its working for the half year just ended. The company's net profit is ¥810,672, and a dividend is declared at the rate of 20 per cent. per annum, while ¥231,200 are added to the reserves. The company has decided to increase its capital by ¥2,400,000 for the extension of mills.

COMMERCIAL.

SILK.

CANTON, 18th January, 1906.—Long-reels.—There was a very good enquiry from Europe during the first part of the fortnight, and prices have advanced a little; the bulk of transactions have been booked for spot cargo, holders being reluctant to contract forward after China New Year. From sales made we quote: Fres. Tsung Wai Hang 11/13 at \$850, Kun Wa Lun 9/11 at \$855, Wing King Lun 9/11 at \$850, On Wo Hang 9/11 at \$845, Kai Sun Cheong 10/12 at \$825, Hang Wo Cheong 10/12 at \$815, King Seng 11/13, 13/15 at \$820, Nam Seng 13/15 at \$790, Heen Kee 16/18 at \$770, Best 3me ordre 11/13, 13/15, 14/18 at from \$705 to \$720, Best 4me ordre 13/15 at \$710. Short-reels.—The demand has been mostly for Extra Extra A & B; \$780 have been paid for Hun King Lun 14/16. Waste Silk.—There has been more inclination to buy, but only a few transactions have taken place owing to the high prices asked by Holders. Pierced Cocoons, with a good Rendement (75%), are practically out to price. Stock of silk in Canton: 1,000 bales.

OPIUM.

HONGKONG, 8th February.

Quotations are:—Allow'ce net to 1 catty.
Malwa New\$1010 to — per picul.
Malwa Old\$1070 to — do.
Malwa Older\$1130 to — do.
Malwa V. Old.....\$1200 to — do.
Persian fine quality...\$1100 to — do.
Persian extra fine.....\$1150 to — do.
Patna New\$920 to — per chest.
Patna Old\$915 to — do.
Benares New\$890 to — do.
Benares Old\$885 to — do.

COAL.

Messrs. Hughes and Hough, in their Coal Report of Feb. 8th, state that 14 steamers are expected at Hongkong with a total of 51,650 tons of coal. Since January 25th 14 steamers have arrived with a total of 49,550 tons of coal.

Quotations:—
Cardiff.....\$15.00 ex-ship, nominal.
Australian\$9.50 to \$10.25 ex-ship, steady.
Yubari Lump.....\$12.00 nominal.
Miki Lump\$11.00 to \$12.00 steady.
Moji Lump\$9.00 to \$10.00 ex-ship.
Akaike.....\$9.50 to 9.75 steady.
Bengal.....\$8.75 to 9.00 steady.

COTTON.

HONGKONG, 9th February.—Fair business has been put through. Stock about 800 bales.
Bombay.....\$18.00 to \$20.00 per picul.
Bengal(New), Rangoon } 18.00 to 24.00 "
and Dacca } "
Shanghai and Japanese... 26.00 to 27.00 "
Tungchow and Ningpo... 26.00 to 27.00 "
Reported sales 75 bales.

YARN.

Mr. P. Eduljee in his report dated Hongkong, 9th February, says:—The period under review is nearer three weeks than the usual fortnight, but the aggregate of sales show little commensurate improvement and prices are easier where any change has to be noted. The chief feature of the interval has been the receipt of extensive orders from Shanghai of superior grades of No. 10s and No. 20s suitable for that market, and over 15,000 bales have been shipped northward. Under present circumstances, however, this large off-take has had no perceptible effect on our market, as stocks are still very large and supplies extensive, with further heavy shipments on the way. The few bales advised as sold during the interval and noted below, with few exceptions, are of a retail character, and cannot be accepted as indicating market values, which are still more or less nominal.

Sales during the interval aggregate 6,435 bales, arrivals amount to 19,800, unsold stock estimated at 75,000 and sold but uncleared goods at 35,000 bales.

Local Manufacture.—No business is reported. Japanese Yarn.—A parcel of 50 bales No. 20s Settsu (Peacock) has changed hands at \$143.

Raw Cotton.—Local prices are much below the equivalent of Indian quotations and receipts have greatly fallen off. Prices are lower, but a fair business has resulted under the decline and about 350 bales Superfine Bengals are reported sold at \$22 to \$23½ leaving some 700 bales in stock. In China kinds 270 bales Thoongchow have changed hands at \$23½ to \$24½. Stock 350 bales. Quotations are Bengal \$20 to \$23½ and China \$22 to \$25.

Exchange on India has fluctuated slightly and closes firm to-day at Rs. 15½ for T/T and Rs. 15¼ for Post. On Shanghai 71½, and on Japan 99½.

The undernoted business in imported and local spinings is reported from Shanghai during the three weeks ended the 8th instant, viz:—

Indian.—Market firm and closing strong, prices showing an improvement of two to three taels with an aggregate business of 6,600 bales and an estimated stock of 72,000 bales.

Japanese.—With a brisk demand both for cash and forward delivery some 5,000 bales have changed hands on the basis of Tls. 90 to 99½ for No. 16s, and Tls. 102½ to 105 for No. 20s, market closing strong, and prices showing an advance of two taels.

Local.—No fresh contracts by the Mills have been reported.

PIECE GOODS.

Messrs. Noel, Murray & Co.'s Report on the Shanghai Piece Goods Trade, dated Shanghai, 24th January, 1906, states:—Our only excuse for issuing a report to-day is to enable our readers to obtain as early as possible the figures of the stocks returned to the Chamber of Commerce. Business is practically suspended and the two principal auctions will not be held this week. As we wrote in our last the prospects for the future of the trade are very much more encouraging; and there seems no reason to fear, barring of course the recrudescence on any of the obstructions that were so prominent last year, the heavy stocks that have accumulated will not be very materially reduced during the next five months. Full supplies are now coming forward, but they must tail off gradually, the high prices that have been ruling in the producing centres having considerably curtailed the quantity of goods ordered under indents during the Autumn and Winter months. It is too soon yet to form any accurate opinion as to how the Native dealers have fared on the whole during the past year. Those who have confined themselves entirely to plain fabrics have undoubtedly done the best, the loss caused by the flood having wiped out the greater part, if not the whole, of the profits made by those who were interested in Dyed and Printed goods. To all outward appearances, however, there is not going to be any serious trouble, and one and all are looking forward to the future trade with every confidence. At the close exchange is causing some little perplexity owing to its erratic and unexplainable course. It seems to have been bought about by the well-intentioned plans of the local Foreign Bankers, made sometime ago, to facilitate the closing of business at this reason. As usual, however, unforeseen circumstances have arisen that have upset their calculations, with the consequence that rates are all at sixes and sevens, opening quotations this morning being a half penny lower, while silver comes an eighth up! For some months past the Banks have quoted abnormally low rates for forward transactions, and, desiring now to place them more on a parity with current rates by lowering the latter, this has resulted in exchange being now two pence below the parity of silver! The remedy for this will not be apparent until after the holidays, during which time it is hoped some feasible plan will be evolved to straighten things up again. As regards the home markets the position in Manchester appears to be firmer than ever. This has been brought about by a strong demand for Indian. The quotations for Cotton in Liverpool received on the 20th instant were 6.30d. for Mid-American and 8.25d. for Egyptian. Yesterday's quotations are not to hand up to the time of writing, but wires received this morning from New York report a drop there to 11.53 cents for "July option," which must bring the Liverpool price down. There seems to be still considerable controversy over the size of the Cotton crop. The resolution carried by the Southern growers to curtail the area for the New crop by 25 per cent. if carried out will keep the price of the staple up to famine prices again. In the Yarn market purchases for the North, for delivery towards the end of next month, still continue to form the bulk of the transactions. Steady prices are being recorded for Indian spinings. Cotton has been easier. Stocks.—It is always satisfactory to find the returns made to the Chamber of stocks at the end of a half year exceed the estimates, and on this occasion it is particularly noticeable. Of course a great part of the differences will be made up by the "additional" import cargoes the Customs have invariably to declare. The one important discrepancy is in English Sheetings, and this is no doubt accountable by the mix-up that inevitably takes place between these and 12-lbs. 36 inch. Shirtings. It was known the leading lines of staple goods were in heavy supply, so no surprise will be occasioned at the figures; as a matter of fact they conform very closely with the figures we publish weekly. Union Italian cloth is the one item that stands out as much in excess of our estimate, and we have no time this week to search

for an elucidation of the discrepancy. Piece Goods.—The actual transactions that have taken place have been few and far between. There is lots of enquiry, but the ideas of buyers and sellers have not assimilated very freely, and with the approach of the New Year thoughts of buying even from second hands have been dispelled. A few 8.4-lbs. Shirtings have changed hands, but at prices much below replacing cost, and there is a stronger enquiry for four year American Sheetings and a few have booked, but prices are from 15 to 20 per cent. under replacing cost. The demand for Prints is steady and a few orders have been booked, but prices are rising at home and business is being curtailed. An order has gone through for 200 cases Fast Black Cotton Italians at an exceptionally favorable price to the buyer. The Turkey Reds sold at the only auction held during the interval went at easier prices for the lighter weights, the heavier being rather firmer. The Spanish Stripes sold at the same Auction were decidedly firmer.

MISCELLANEOUS IMPORTS.

HONGKONG, 9th February.—The prices ruling are as follows:—

COTTON YARN— per bale
Bombay—Nos. 10 to 20, ... \$90.00 to \$128.00
English—Nos. 16 to 24, ... 140.00 to 180.00
" 22 to 24, ... 160.00 to 165.00
" 28 to 32, ... 167.50 to 175.00
" 38 to 42, ... 180.00 to 190.00
Reported sales 9,000 bales.

COTTON PIECE GOODS— per piece
Grey Shirtings—8 lbs. \$2.20 to \$2.25
7 lbs. 2.30 to 2.40
8.4 lbs. 3.00 to 4.00
9 to 10 lbs. 4.10 to 5.30
White Shirtings—54 to 56 rd. 2.80 to 3.00
58 to 60 " 3.10 to 3.60
64 to 66 " 3.80 to 5.40
Fine 6.10 to 8.00
Book-folds 5.30 to 8.10
Victoria Lawns—12 yards ... 0.80 to 1.00
T-Cloths—6lbs. (32 in.), Ord'y. 2.20 to 2.30
7lbs. (32 "), " 2.70 to 3.00
6lbs. (32 "), Mexs. 2.25 to 2.70
7lbs. (32 "), " 2.90 to 3.20
8 to 8.4 oz. (36 in.) 3.25 to 3.80
Drills, English—40 yds. 13½ to 14 lbs. } 5.10 to 8.00

FANCY COTTONS—

Turkey Red Shirtings—1½ to 8 lbs. } 1.70 to 3.75
per yard
Brocades—Dyed 0.12½ to 0.15½
Chintzes—Assorted 0.09 to 0.30
Velvets—Black, 22 in. 0.22 to 0.50
Velveteens—18 in. 0.22 to 0.28

MISCELLANEOUS EXPORTS.

HANKOW, 31st Jan., 1906.—The prices quoted are for the net shipping weight excluding cost of packing for export:—

Per picul
Cowhides, Best Selected..... Tls. 37.50
Do. Seconds " 33.25
Buffalo hides, Best Selected " 18.00
Goatskins, untanned, chiefly white, color " 60.00
Buffalo Horns, average 3-lbs. each " 8.00
White China Grass, Wughang and/or Poochi..... " 12.00
White China Grass, Sinshan and/or Chayyu " 11.25
Green China Grass, Szechuen " (nom.)
Jute " 4.50
White Vegetable Tallow, Kinchow " 8.70
White Vegetable Tallow, Pingchow and/or Macheng " 8.50
White Vegetable Tallow, Mongyu " 8.00
Green Vegetable Tallow, Kiyu " 9.00
Animal Tallow " 10.10
Gallnuts, usual shape " 16.40
Do. Plum do. " 18.50
Tobacco, Tingchow " (nom.)
Do. Wongkong " "
Black Bristles " "
Feathers, Grey and/or White Duck " "
" " Wild Duck " "
Turmeric " 3.50
Sesamum Seed " 4.30
Sesamum Seed Oil " 7.50
Vegetable Tallow Seed Oil..... " (nom.)
Wood Oil " 8.20
Tea Oil " 10.00

Per M. M. steamer *Caledonien*, sailed on 6th February. For Marseilles:—20 bales raw silk, 1 case embroideries, 25 bales human hair, 5 cases ylang ylang oil, 2 packages silverware, 89 cases curios, 8 packages earthenware, 8 cases porcelain. For Lyons:—30 bales raw silk. For London:—1 case embroideries. For Malaga:—1 case embroidery.

EXCHANGE.

FRIDAY, 9th February.

ON LONDON.—	
Telegraphic Transfer	2/0 ⁷ / ₈
Bank Bills, on demand	2/0 ¹ / ₂
Bank Bills, at 30 days' sight	2/0 ¹ / ₂
ON LONDON.—	
Bank Bills, at 4 months' sight	2/0 ¹ / ₂
Credits, at 4 months' sight	2/0 ¹ / ₂
Documentary Bills, 4 months' sight	2/0 ¹ / ₂
ON PARIS.—	
Bank Bills, on demand	256 ¹ / ₂
Credits 4 months' sight	260 ¹ / ₂
ON GERMANY.—	
On demand	200
ON NEW YORK.—	
Bank Bills, on demand	49 ¹ / ₂
Credits, 60 days' sight	50 ¹ / ₂
ON BOMBAY.—	
Telegraphic Transfer	151 ¹ / ₂
ON CALCUTTA.—	
Bank, on demand	151 ¹ / ₂
Telegraphic Transfer	151 ¹ / ₂
Bank, on demand	151 ¹ / ₂
ON SHANGHAI.—	
Bank, at sight	71 ¹ / ₂
Private, 30 days' sight	72 ¹ / ₂
ON YOKOHAMA.—	
On demand	99 ¹ / ₂
ON MANILA.—	
On demand	99 ¹ / ₂
ON SINGAPORE.—	
On demand	15 ¹ / ₂ p.c.m.
ON BATAVIA.—	
On demand	122 ¹ / ₂
ON HAIPHONG.—	
On demand	2 ¹ / ₂ p.c.m.
ON SAIGON.—	
On demand	2 p.c.m.
ON BANGKOK.—	
On demand	61 ¹ / ₂
SEVEREIGNS, Bank's Buying Rate	\$9.75
GOLD LEAF, 100 fine, per tael	\$51.90
BAR SILVER, per oz.	30 ¹ / ₂

SHARE REPORT.

HONGKONG, 9th February, 1906.—While rates remain steady to strong business continues slack, and we have nothing of any importance to report. The little business that has been transacted during the week has been confined to a few stocks only, and anything like a general demand is conspicuous only by its absence.

BANKS.—Hongkong and Shanghai have changed hands in small lots at \$895 for cash, and a few shares remain on offer at time of closing. Nationals unchanged and without business.

MARINE INSURANCES.—Unions have been placed at \$735 and close with sellers at \$737¹/₂. Cantons continued steady at \$325 during the early part of the week, and close with buyers at \$330. China Traders have ruled steady with small sales at \$91¹/₂, closing with sellers at that rate and buyers at \$90. Yangtze and North China quotations are taken from Shanghai.

FIRE INSURANCES.—Hongkong's continue neglected at \$325. Chinas have been placed at \$88 and close steady at that rate.

SHIPPING.—Indo-Chinas, with a demand from London, improved in the early part of the week to \$98, and to Tls. 71 in Shanghai. Later, however, the London demand having apparently been satisfied, rates have again fallen and the market closes quiet at \$97, and at Tls. 69 in Shanghai. Hongkong, Canton and Macao have changed hands and are still enquired for at \$25¹/₂, while a few shares are obtainable at \$26. China Manils have been in demand at \$20 to \$21, but very few shares are obtainable. Douglasses could still be placed at \$40 but none are on offer. Other stocks under this heading require no special mention.

REFINERIES.—China Sugars have changed hands during the week at \$210 and \$212 cash, and at somewhat erratic rates forward; the market closes steady with no sellers under \$215. Luzons have improved to \$30 without sales.

MINING.—Raub's have receded to \$4 with sellers.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks have changed hands in small lots at \$165 and \$164¹/₂ closing with sellers at the former rate. Kowloon Wharves continue on offer at \$108 without inducing business. Farnhams, which ruled firm in Shanghai in the early part of the week, again receded to Tls. 120.

LANDS, HOTELS AND BUILDINGS.—With the exception of small sales of Humphreys at \$13 and \$12¹/₂ we have nothing to report under this heading.

COTTON MILLS.—Ewos have improved to Tls. 50 and Hongkongs to \$14¹/₂.

MISCELLANEOUS.—China Providents, after sales at \$9, close at \$8.90. Green Islands have found buyers at \$31¹/₂ closing with sellers. Hongkong High Level Tramways have been negotiated at \$215, Watsons at \$13 and Powells at \$11. We have nothing else to report under this heading.

Closing quotations are as follows:—

COMPANY.	PAID UP.	QUOTATIONS.
Alhambra	\$200	\$100, sellers
Banks—		
Hongkong & S'hai.	\$125	\$895, sales & sellers
National B. of China		London, £96
A. Shares	£5	\$38, buyers
Bell's Asbestos E. A.	12s. 6d.	\$6 ¹ / ₂ , sellers
China-Borneo Co.	\$12	\$10, sellers
China Light & P. Co.	\$10	\$9, sellers
China Provident	\$10	\$8.90, sellers
Cotton Mills—		
Ewo.	Tls. 50	Tls. 50, buyers
Hongkong	\$10	\$14 ¹ / ₂ , buyers
International	Tls. 75	Tls. 40
Laon Kung Mow	Tls. 100	Tls. 60
Soychee	Tls. 500	Tls. 250
Dairy Farm	\$6	\$15 ¹ / ₂ , sellers
Docks & Wharves—		
Farnham, B. & Co.	Tls. 100	Tls. 120, buyers
H. & K. Wharf & G.	\$50	\$108, sellers
H. & W. Dock	\$50	\$165, sellers
New Amoy Dock	\$6 ¹ / ₂	\$17
S'hai & H. Wharf	Tls. 100	Tls. 230
Fenwick & Co., Geo.	\$25	\$25
G. Island Cement	\$10	\$31 ¹ / ₂ , sellers
Hongkong & C. Gas	\$10	\$175, buyers
Hongkong Electric	\$10	\$15 ¹ / ₂ , buyers
Do. New	\$10	\$15, buyers
H. H. L. Tramways	\$100	\$215, sales
Hongkong Hotel Co.	\$50	\$149
Hongkong Ice Co.	\$25	\$245, buyers
Hongkong Rope Co.	\$50	\$152, buyers
H'kong S. Waterboat	\$10	\$12, sellers
Insurances—		
Canton	\$50	\$330, buyers
China Fire	\$20	\$88, sales
China Traders	\$25	\$91, sales & sellers
Hongkong Fire	\$50	\$325, sellers
North China	\$25	Tls. 92 ¹ / ₂
Union	\$100	\$735, sales & buy.
Yangtze	\$60	\$170, buyers
Land and Buildings—		
H'kong Land Invest.	\$100	\$120, sellers
Humphreys' Estate	\$10	\$12.75, sellers
Kowloon Land & B.	\$30	\$87 ¹ / ₂ , ex div.
Shanghai Land	Tls. 50	Tls. 120
West Point Building	\$50	\$53, sellers
Mining—		
Charbonnages	Fcs. 250	\$490
Raub's	18/10	\$4, sellers
Philippine Co.	\$10	\$5, buyers
Refineries—		
China Sugar	\$100	\$215
Luzon Sugar	\$100	\$30, buyers
Steamship Companies—		
China and Manila	\$25	\$21, buyers
Douglas Steamship	\$50	\$40, buyers
H. Canton & M.	\$15	\$25 ¹ / ₂ , buyers
Indo-China S.N. Co.	\$10	\$97
Shell Transport Co.	\$1	23 ¹ / ₂ , sellers
Do. Preference	\$10	\$28. 10s.
Star Ferry	\$10	\$32
Do. New	\$5	\$23, sellers
Shanghai & H. Dyeing	\$50	\$50
South China M. Post.	\$25	\$20, sellers
Steam Laundry Co.	\$5	\$7, sellers
Do.	\$5	\$6 ¹ / ₂ , sales & sel.
Stores & Dispensaries.		
Campbell, M. & Co.	\$10	\$36
Powell & Co., Wm.	\$10	\$11
Watkins	\$10	\$6, sellers
Watson & Co., A. S.	\$10	\$13, sales & buyers
United Asbestos	\$4	\$9, sellers
Do. Founders	\$10	\$160

VERNON & SMYTH, Brokers.

Messrs. J. P. Bisset & Co.'s Share Report for the week ending the 1st February, 1906, states:—Since the last issue of our Circular the China New Year holidays have intervened, and business was resumed only yesterday. We hear of no difficulties having been experienced by the natives in arranging a satisfactory annual settlement, and money is quite plentiful. Business in stocks and shares, however, has been very restricted and we have very little to report in this week's circular. The T.T. rate on London to-day is 2/9¹/₂. We will briefly summarise business as follows:—Banks.—Hongkong and Shanghai Bank. No business reported. The latest Hongkong quotation is \$895 sellers, and the London quotation is £95.10.0. Marine and Fire Insurance.—North Chinas. A trifling business was done at Tls. 92¹/₂ cash and January settlement. Shipping.—Indo-Chinas have slightly improved and shares changed hands at Tls. 69, 70, and 70¹/₂ cash, and Tls. 69, 70, and 71 for March. Shares are steady at the close at quotation. Shanghai Tugs. There are buyers at Tls. 58 cash, with no business reported. Docks and Wharves.—S. C. Farnham, Boyds. Shares have been placed since our last at Tls. 130, and 132 for March, and for April Tls. 131¹/₂ and 134 are reported. After the holidays, however, the market has become very much weaker, and at the close there are sellers at Tls. 130 for cash, and March and April. Shanghai and Hongkew Wharf Co. have remained very steady and had sellers at Tls. 228 for cash, and Tls. 232¹/₂ for March before the holidays; rates have improved to Tls. 231 cash and Tls. 235 for March. Yangtze Wharf Shares are wanted at Tls. 212¹/₂. Sugars and Mining.—No business reported. Lands.—Shanghai Lands. There are buyers at Tls. 121 cash. Industrial.—Laon-Kung-Mows have had attention at Tls. 60 for March delivery, closing with sellers at this rate. Langkats. We have had the usual varied rates, commencing with sales at Tls. 230, 227¹/₂, and 232¹/₂ for March before the holidays. Demand strengthened immediately business was resumed, and Tls. 235 was paid for cash, business being done at Tls. 237¹/₂ for March, and Tls. 240 for June. At the close the market is weaker and cash shares can be obtained at Tls. 232¹/₂. Anglo-German Brewery. There are sellers at \$100. Stores and Hotels.—A small sale of Astor House Shares was made at \$26, but since the holidays \$27 has been done. Moutries have been placed at \$70. Miscellaneous.—There are buyers of Shanghai Mutual Telephones at Tls. 54¹/₂. Loans and Debentures.—Nothing reported.

TONNAGE.

HONGKONG, 9th February.—The volume of business transacted during the period under review is larger than that of the preceding fortnight. From Saigon to Hongkong, 15 cents last and offering; to Japan, 20/80 cents have been paid; to North Coast Java, 24 cents last offering; to Philippines, 30 cents for small carriers. From North Coast Java to this, 27 cents last. Bangkok to Hongkong, 21 and 28 cents per picul. From Wakamatsu to Amoy, \$1.75; from Mororan to Hongkong, \$1.50 per ton; Moji to Hongkong, \$1.10 per ton. Time charters.—The *Emma Luyken* has been closed for Saigon/Hongkong, trade and the *Daphne* for Hongkong-Vladivostock. The following are the settlements:—

Daphne—German steamer, 1,415 tons, Mororan to Hongkong, \$1.15 per ton.

Kansu—British steamer, 1,143 tons, Wakamatsu to Amoy, \$1.75 per ton.

Clara Jensen—German steamer, 1,103 tons, Saigon to Hongkong, 15 cents per picul.

Germania—German steamer, 1,714 tons, Saigon to Hongkong, 14 cents per picul.

Elita Nossack—German steamer, 1,161 tons, Saigon to one port North Coast Java, 23 cents per picul.

Cape Corrientes—British steamer, 1,660 tons, Saigon to one port North Coast Java, 23 cents per picul (2,000 tons.)

Quarta—German steamer, 1,146 tons, Saigon to one port North Coast Java, 24 cents per picul.

Knivberg—German steamer, 546 tons, Saigon to Hoilo, 30 cents per picul.

Rein—Norwegian steamer, 725 tons, Saigon to Kobe, 20 cents option Hongkong, 15 cents per picul.

FREIGHT.

Messrs. Wheelock & Co.'s Freight Market Report, dated Shanghai 1st February, 1906, states:—Since last writing on the 18th ultimo there has been no change in our freight market. The intervention of the Chinese New Year has practically led to business being at a standstill, and it will be several days before the native merchant begins in earnest. Coastwise.—Tonnage is still plentiful, rates are yet very low and we cannot expect much improvement until ports in the North are opened.

SHIPPING.

ARRIVALS AND DEPARTURES SINCE LAST MAIL.

February— ARRIVALS.

- 4, Caledonien, French str., from Shanghai.
- 4, Fooksang, British str., from Swatow.
- 4, Haimun, British str., from Swatow.
- 4, Pakhoi, British str., from Canton.
- 5, Bechtana, British str., from Shanghai.
- 5, Brigsavia, German str., from Shanghai.
- 5, Benarty, British str., from Yokohama.
- 5, Chunsang, British str., from Kuchinotzu.
- 5, Deramore, Norwegian str., from Moji.
- 5, Kwangsi, British str., from Canton.
- 5, Loongsang, British str., from Manila.
- 5, Pelous, British str., from Liverpool.
- 5, Prinz Sigismund, German str., from Japan.
- 5, Talsman, British str., from Java.
- 5, Tourane, French str., from Marseilles.
- 5, Zafiro, British str., from Manila.
- 6, Alacrité, British des. ves., from Saigon.
- 6, Capri, Italian str., from Bombay.
- 6, Changchow, British str., from Shanghai.
- 6, Crown of Castile, Brit. str., from Newcastle.
- 6, David Evans, Amr. sch., from Penrith.
- 6, Devawongse, German str., from Bangkok.
- 6, Glenlogan, British str., from London.
- 6, Koonshing, British str., from Canton.
- 6, Kwanglee, Chinese str., from Shanghai.
- 6, Kwongsang, British str., from Shanghai.
- 6, Lydia, German str., from Canton.
- 6, Seward, U.S. transport, from Manila.
- 6, Tartar, British str., from Vancouver.
- 6, Yunnan, British str., from Canton.
- 7, Charterhouse, British str., from Sourabaya.
- 7, Haiching, British str., from Coast Ports.
- 7, Hecla, British torpedo-boat, from practice.
- 7, Heimdal, Norwegian str., from Wuhu.
- 7, Hongkong, French str., from Haiphong.
- 7, Ichang, British str., from Canton.
- 7, Rhenania, German str., from Japan.
- 7, Saxonia, German str., from Hamburg.
- 7, Sutlej, British cruiser, from Bangkok.
- 8, Arcadia, British str., from Shanghai.
- 8, C. Apcar, British str., from Calcutta.
- 8, Haimun, British str., from Swatow.
- 8, Mercedes, Br. str., from Pulo Condore Isld.
- 8, Pingsuey, British str., from Tacoma.
- 8, Telemachus, British str., from Saigon.

February— DEPARTURES.

- 4, Chiynen, Chinese str., for Shanghai.
- 4, Daigi Maru, Japanese str., for Tamsui.
- 4, Hailan, French str., for Pakhoi.
- 4, Haitan, British str., for Coast Ports.
- 4, Helene, German str., for Hoihow.
- 4, Hopsang, British str., for Shanghai.
- 4, Stikstadt, Norwegian str., for Bangkok.
- 4, Suisang, British str., for Calcutta.
- 4, Wongkoi, German str., for Bangkok.
- 5, Benarty, British str., for Bangkok.
- 5, Eastern, British str., for Shanghai.
- 5, Germania, German str., for Saigon.
- 5, Hangsang, British str., for Shanghai.
- 5, Michael Jabsen, Ger. str., for Taingtau.
- 5, Pakhoi, British str., for Shanghai.
- 5, Tourane, French str., for Shanghai.
- 5, Trigonia, Norwegian str., for Singapore.
- 6, Anna, Norwegian str., for Saigon.
- 6, Bechuana, British str., for London.
- 6, Brigsavia, German str., for Hamburg.
- 6, Caledonien, French str., for Europe.
- 6, Courtfield, British str., for Kobe.
- 6, Fooksang, British str., for Calcutta.
- 6, Gregory Apcar, British str., for Calcutta.
- 6, Haimun, British str., for Swatow.
- 6, Hanoi, French str., for Haiphong.
- 6, Helene Menzell, Ger. str., for Maulmein.
- 6, Heinchang, Chinese str., for Shanghai.
- 6, J. Diederichsen, Ger. str., for Hoihow.
- 6, Johanne, German str., for Haiphong.
- 6, Kaifong, British str., for Iloilo.
- 6, Knivsberg, German str., for Saigon.
- 6, Prinz Sigismund, Ger. str., for Australia.
- 6, Taming, British str., for Manila.
- 6, Yeddo, British str., for Shanghai.
- 7, Borneo, German str., for Sandakan.
- 7, David Evans, Amr. sch., for Port Townsend.
- 7, Empr. of India, British str., for Vancouver.
- 7, Koonshing, British str., for Shanghai.
- 7, Kwangsi, British str., for Shanghai.
- 7, Kwongsang, British str., for Canton.
- 7, Lydia, German str., for Chinkiang.
- 7, M. Rickmers, German str., for Bangkok.
- 7, Pelous, British str., for Shanghai.
- 7, Shahjehan, British str., for Saigon.
- 7, Tjilatjap, Dutch str., for Shanghai.
- 7, Yunnan, British str., for Iloilo.

- 8, Avala, British str., for Amoy.
- 8, Changchow, British str., for Canton.
- 8, Chunsang, British str., for Hongay.
- 8, Glenlogan, British str., for Shanghai.
- 8, Haiching, British str., for Coast Ports.
- 8, Heimdal, Norwegian str., for Canton.
- 8, Ichang, British str., for Shanghai.
- 8, Kensington, British str., for Vladivostok.
- 8, Kwanglee, Chinese str., for Canton.
- 8, Saxonia, German str., for Shanghai.
- 8, Signora, German str., for Bangkok.
- 8, Tsinan, British str., for Yokohama.

PASSENGER LIST.

ARRIVED.

Per *Tsinan*, from from Australia, Mrs. and 2 Misses Cuscaden, Mrs. Phillips, Mrs. Brownlees, Mrs. Raynal, Mrs. Bernard, Messrs. Cuscaden, Linley, Hallet, Nairn, Timbrell and Davis.

Per *Shawmut*, from Seattle, Mr. Sherman, Misses Lynn and Landis; from Manila, Mrs. I. G. Bough, Mr. T. Higashi, Mr. and Mrs. Itoh, Mr. J. B. Sutton, Mrs. Terrell, Mrs. Macdougall, Lieut. and Mrs. R. D. White, Mrs. Oyai Ronds, Mrs. H. S. Komoto, Mrs. W. E. Favorite, Mr. G. E. Guthrie and Mrs. L. D. Minner.

Per *Malacca*, from Yokohama for London via India, Mr. J. J. Davies; from Shanghai for Hongkong, Colonel Pereira; for Colombo, Capt. R. M. C. Buxton; for Marseilles via India, Mr. and Mrs. Ruttee; for London, Mr. S. T. W. Clark.

Per *Roon*, from Yokohama, Miss Burgess, Dr. R. Nehachner and Mr. Shaw; from Nagasaki, Mr. H. Imamura; from Shanghai, Messrs. Gahrts, F. Schmidt, A. Vernon, Mr. and Mrs. E. Moller, Mrs. Redfeum, Mr. Pollock, Mrs. Remeirez, Mr. H. C. Jorgensen, Mrs. and Miss Marquis da Silva, Messrs. H. Garson, Kisamura, J. Oka and S. Yoshikaya.

Per *Caledonien*, from Hongkong from Kobe, Mr. Sekamoto; from Shanghai, Messrs. Mielek, Hanna, Cruz Farrias, Prince Abdulla Ali, Messrs. Tarpineau, John, Ferrand, Stempel, Pirie, Cox, Swendon, Walker, Valentin, Gutierrez, Heise, da Silva, Forb, Lorenzin, Mr. and Mrs. Netto and child, Messrs. Nishyama, Zewdbell and Bovet.

Per *Tourane*, for Hongkong from Marseilles, Mr. and Mrs. Albert, Mr. and Mrs. P. Rodriguez, Mr. C. Rodriguez, Mrs. Macaise Numa and Mr. Ballesteros; from Singapore, Messrs. Davies and Arnold; from Saigon, Mr. Bertran; for Manila from Marseilles, Mr. Leheup; for Shanghai from Marseilles, Mrs. Nadarof, Mr. Jacques, Mr. and Mrs. Voire, Dr. and Mrs. Legendre, Mr. Rosier, Mrs. Lectere, Mrs. Andonard, Messrs. Gerenton, Segris, Mrs. Henriette, Mrs. Benedote, Mrs. Francoise, Mrs. Angele, Messrs. Vallony, Dechamps, Paternoster, Leroy, Miss Barnier, Messrs. Garjon and Gomaraschi; from Port Said, Mr. Chrisidis; from Colombo, Mr. Cylinder; from Singapore, Messrs. Hoelve, Legrand, Mr. and Mrs. Otah, Messrs. James Price, Moriyama, and Mrs. Schapira; from Saigon, Capt. and Mrs. Louvell, Major Violet, Messrs. Sairo, Clouet and du Dognon; for Manila from Marseilles, Mr. Leheup; for Kobe from Marseilles, Messrs. Garriga Monner, Sagrees, Mrs. Monique Merliu; from Singapore, Messrs. Mainshaker, Frambackhall; from Saigon, Mr. Ogawa; for Yokohama from Marseilles, Messrs. Avroniu Foulon, Wallach, Helliot, Barr, Dr. Buckens, Messrs. Guillet, Hengy, Teifenberg, Mrs. S. Joanis, Messrs. Hirota, Nikouchi.

Per *Tartar*, from Vancouver, Mr. and Mrs. E. H. Brooks, Miss Thompson, and Mr. A. H. Gregory; from Yokohama, Mr. H. B. Darnell, from Shanghai, Messrs. A. J. Ames, E. H. Simpson, Major P. B. Strong, and Mr. Lundholm.

Per *Arcadia*, from Shanghai for Hongkong, Mr. and Mrs. Drosemeir, Messrs. S. W. Roberts, E. Page, Johnstone, B. H. H. Mundy, W. T. Foong, T. Ward, K. Kaker, Flannigan, A. W. Leach, Miss Bovet; for Singapore, Miss J. Robertson, Mr. R. Byron Moore, Capt. and Mrs. Hughes; for Penang, Mr. E. O. Halifax; for Brindisi, Mr. E. Schaller; for Marseilles, Mr. G. Jameson and Capt. V. Greaves; for London, Mr. G. T. Harria, Dr. and Mrs. Parry and child, Miss L. Parry, Mr. Parry, Jr., Master A. Murray, Mr. and Mrs. Tull and infant, Mrs. Herbert and infant, Messrs. R. C. Groves, Jas. Wilson, C. H. Tubby, J. Boxhall, C. Evans and J. Leseisedge; from Yokohama for Hongkong,

Mr. J. A. Sowers; for Colombo, Mr. and Mrs. W. Shakespear; for London, Mrs. Brent, Mr. and Mrs. McClure.

DEPARTED.

Per *Roon*, from Hongkong for Hamburg, &c., Mrs. Abegg and children, Mr. and Mrs. Ader, Mr. Otto Aderholt, Miss P. d'Almeida, Messrs. Anderson, C. Asano, Mr. and Mrs. Arenthammer and child, Mr. A. L. Bagnall, Miss Bagnall, Messrs. L. Basse, G. Bancus, J. Becker, Mr. and Mrs. Bengen, Mr. Bitte, Mrs. Boumann, Mr. Bouman, Jr., Mrs. C. C. Bourne, Miss Florence Bourne, Mr. Julius Brand, Mrs. Doedes Breuning, Mrs. S. J. Bridges, Mr. W. Buomeyer, Mr. and Mrs. D. M. Campbell, Mrs. Carini, Messrs. E. M. Cherry, Collyer, F. K. Crumb, Mrs. A. Devin, Mr. W. O. Dibrell, Miss E. Dickinson, General Dolinski, Mrs. Dutard, Mr. A. M. Easthagen, Mrs. E. M. Easthagen and child, Messrs. Falkmann, J. H. Fock, Jr., Miss N. Gawailoff, Messrs. Josef Geerinx, F. B. de Gibbons, Gobiato, Miss Helen Gordon, Mrs. A. Grimesey and children, Messrs. Geo. H. Guy, Aug. Haake, Mr. and Mrs. Harrington, Mr. Hartisch, Prof. J. Hiraga, Mrs. Hobbs, Messrs. Kurt Hoesch, F. Hoffmann La Roche, Mrs. I. K. C. Holbe, Capt. Holm, Mr. S. Hyakutake, Mrs. Huygen, Dr. and Mrs. Hyin, Messrs. K. Iwanogo, Iwao, P. Jaeger, Mr. and Mrs. R. C. Jonas and children, Messrs. A. B. Johnson, K. Kapelle, Mr. and Mrs. King, Mrs. Knocker and child, Messrs. K. Kosuge, Emil Krause, Mrs. Krause, Messrs. C. Kreig, Krueger, Dr. Karl Kuppelwieser, Mrs. Bertha Kuppelwieser, Miss Ida Kuppelwieser, Messrs. R. Lamquet, Hans Larsen, Lieut. Lehmkuhl, General Lieut. Liaponoff, Mrs. Lindhorn, Dr. and Mrs. Lohmann and child, Messrs. H. Long, Magariasky, Edw. A. Magie, O. Magnoni, Mr. and Mrs. Michailoff, Capt. John Mebain, Messrs. Niebler, T. Niino, Y. Nishima, T. Nishino, Dr. Axel Nielsen, Mr. and Mrs. van den Brost d'Obrénan, Dr. H. Oishi, Messrs. Oldenbourg, T. Oshida, Mrs. H. Ontard, Mr. and Mrs. Parker, Messrs. Graf Quadt, Adolf Rieck, S. Rosenbaum, K. Sakurai, R. Sano, Sakewitsch, Schildberg, W. J. Schmidt, Schmidt, Chas. P. Schultz, Mrs. Schuvaloff, Mr. Schnyler, General Major and Mrs. G. Sais Schwabe, Miss Schwabe, Mrs. Helen Scott, Miss Sengoku, Messrs. Henry Bradshaw, Sherwood, von Silianky, Mr. and Mrs. O. Sielcken, Mr. Skidelsky, Mr. and Mrs. Snell, Capt. Souchon, Mr. Spaenberg, Mrs. Stellow, Mrs. Stern, Mr. Takenouchi, Mr. and Mrs. Taylor, Mrs. L. K. Taylor, Messrs. A. Thon, O. Thon, Tomlin, K. Tomoshira, Mrs. Toussaint, Mr. Ungern-Sternberg, H. E. T. Wada, Mr. van den Weg, Miss Wetney, Mrs. A. P. Whittell, Miss Florence Whittell, Mr. Holek-Winterfeld and Lieut. Wurm.

Per *Prinz Sigismund*, for Australia, Messrs. M. Allix, E. Montague Brown, J. A. Edwards, Baurat H. Gehrts, O. Hassner, J. C. Hanna, A. Leheup, Th. Loney, Henry Loney, Jas. S. Michael, E. Moffin, Reetz, Franz Ritter, Dr. R. Schachner, Prof. Dr. Schauinsland, and Mr. W. E. Watson.

Per *Tourane*, for Shanghai, Rev. L. Robert, Dr. and Mrs. Legendre, and Mr. Driffant; for Kobe, Miss Oki; for Yokohama, Mrs. Grove.

Per *Caledonien*, for Saigon, Mrs. Darville, Mr. and Mrs. Bert, Messrs. Humline, Jacob, Tanziat, T. Ermold, Gameau, and Miss Suzanne Tarbouriech; for Singapore, Messrs. R. F. Groy, F. Pollack, Alex. Tarpinian, Jas. H. Huggetts, M. V. Haycock, Miss B. Shirliff, His Highness Prince Abdulla Ali; for Bombay, Mr. H. J. Bhatena; for Marseilles, Messrs. Louis Maria, J. Schoeler, Thomas Kerr, Isidore Jean Pierre Coin, P. E. Milhe, Rev. Canoe, Messrs. Antonio Che, Sere, Rev. Manuel M. A. da Silva, Rev. Sebastiao M. A. da Silva and Rev. F. E. Brown.

Per *Empress of India*, for Vancouver, &c., Mr. B. T. Reamy, Lieut. H. J. Dresser, Messrs. Harry Johnson, T. B. Marshall, N. S. Brown, F. W. Evetts, Thos. Hughes, P. Sander, A. B. Lawson, Capt. Chas. C. Smith, Mr. R. S. Pieroy, Mr. and Mrs. Cecil Holliday, Messrs. J. E. Coleman, C. H. Linley, N. Kado, Misses Oichi and Orno, Mr. and Mrs. P. T. G. Daehsel, Messrs. M. D. Enbank, J. V. Latimer, H. B. Carter and J. Burton.

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